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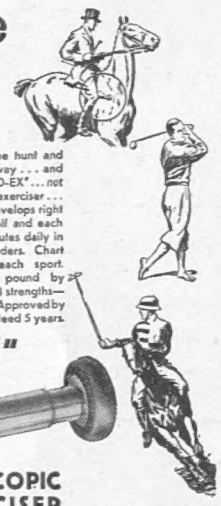

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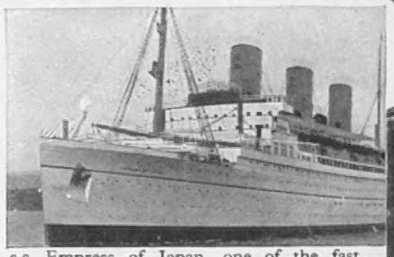

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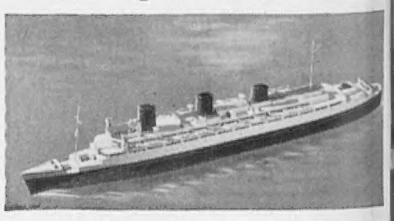

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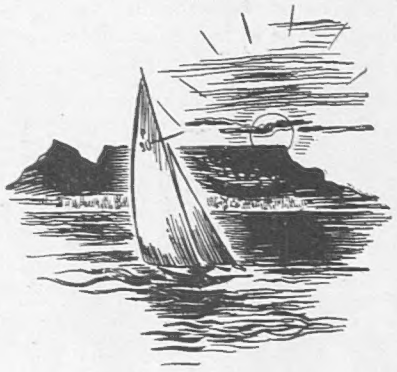

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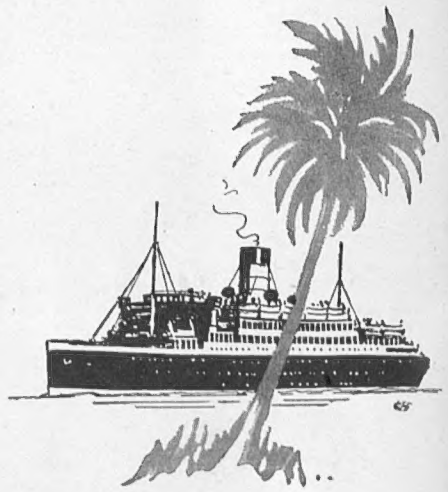

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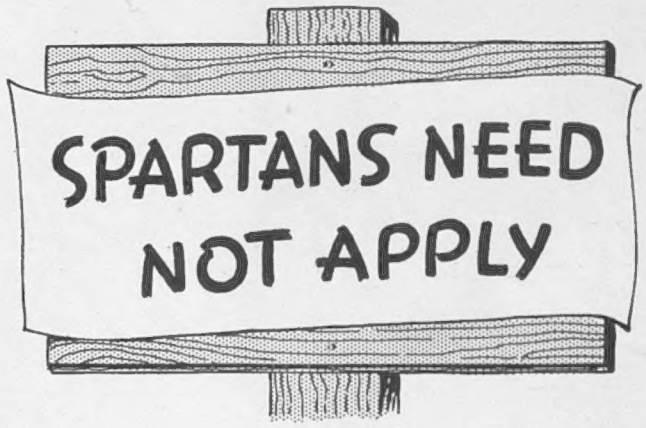

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THE SPHERE
With which is incorporated "THE GRAPHIC"
The Empire's Illustrated Weekly
London, October 15, 1938

HUNGARY STAKES HER CLAIMS IN SLOVAKIA

Her Foreign Minister, Dr. Kanya (left), Peruses a Map on Board the S.S. "Sofia," His Floating Headquarters Anchored in the Danube Off Komarom—Scene of the Latest European Frontier Revision Conference

With German demands in Czechoslovakia for the most part satisfied by the occupation of the five ceded zones—estimated to be nearly as large in area as Holland—and Poland jubilant at the acquisition of rich Teschen, Hungary this week took the stage, insistently demanding that Prague should cede about half of Slovakia—and that the better half—together with part of Ruthenia. Thus bit by bit Europe witnesses the partitioning of large areas of the new state that rose in 1918 from the wreck of the Austro-Hungarian monarchy. On Sunday, Hungarian, Slovak, and Ruthenian statesmen met in the Danubian border town of Komarom to discuss this latest frontier revision, the Hungarian delegation, headed by Foreign Minister Kanya, taking up their quarters on board the S.S. *Sofia*, which was anchored in mid-stream, and daily crossing into Slovakia to attend the conference. While the statesmen pursued their talks Hungarian troops occupied the Szatoraljaujhely and Ipolysag areas—Prague's "token" cession—but immediately afterwards the conference reached deadlock when Hungary asked to have the future frontier based on official maps drawn in 1910, and in reply the Slovaks put forward an ethnographical map of 1930, showing the number of Czechs and Slovaks that in the past two decades have gone to live in the once predominantly Magyar areas. There the matter rested in mid-week, the delegates returning to Prague and Budapest to attend special cabinet meetings

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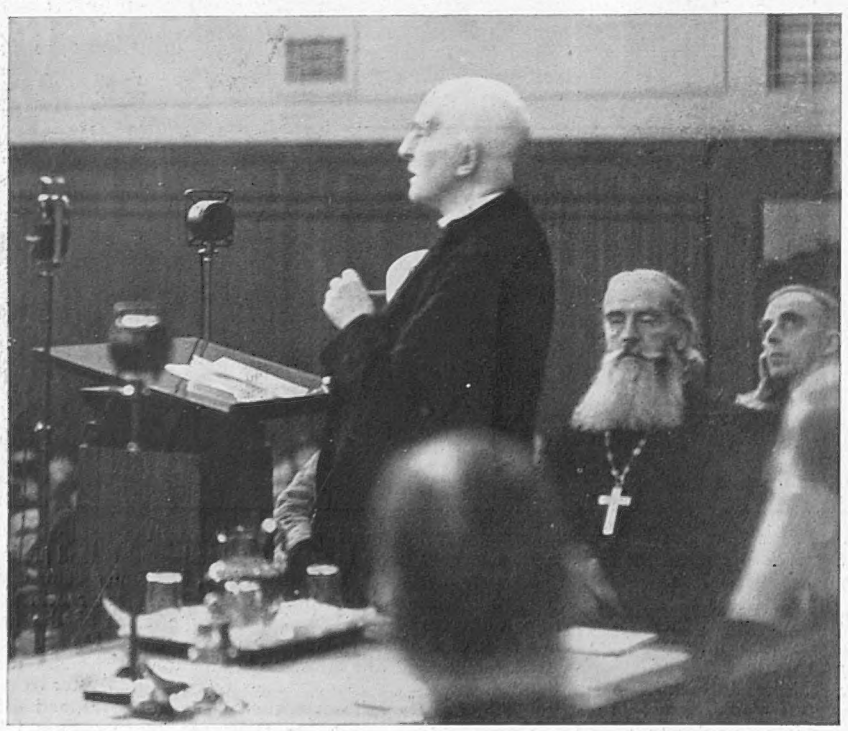
THE BRITISH LEGION VOLUNTEERS, who have been chosen to police the plebiscite areas of Czechoslovakia and who took up their quarters at Olympia last week to await the order to depart, pictured (*above*) as they took part in a route march through London last Sunday, and (*on right*) as they were issued with bog-ash walking-sticks and wrist thongs—two essential items in their equipment. This expeditionary force is 1,200 strong and the volunteers have come from all parts of the country. It was rumoured last Tuesday morning that after all their services might not be called upon

THE QUESTION OF EVACUATION has been very much to the fore since the crisis, and although the removal of crippled L.C.C. school-children to Dymchurch Holiday Camp (*above*) worked smoothly enough, it has become clear that, if war actually had broken out, the Home Office arrangements for large-scale evacuation would have proved quite unacceptable in their original form. Among numerous letters written to *The Times* on the subject, this viewpoint of an East Herts reader is significant:—"*It is difficult to exaggerate the resentment aroused in this town by the threatened billeting of children from London. Contrary to the Home Office statement, the billeting officers stated that they had compulsory powers, and they paid no regard to the inhabitants' circumstances. A middle-aged woman worker who maintains her invalid mother in a flat was to have several children forced upon her, and was told she must stay at home and look after them. At less than twenty-four hours' notice over 7,000 children were being dumped on this town of 10,000 inhabitants*"



"THE SUPREME NEED IS THE REINFORCEMENT AND THE REGENERATION OF THE SPIRIT. It is not more aircraft, more guns, more ships that we need. It is more of the Gospel of the Kingdom of God ultimately and behind all. That is the first, the greatest, and the deepest need," said the Archbishop of Canterbury as he addressed the 66th Church Congress at Bristol last week. Extraordinary pessimism marked many of the other speeches. They were evidently compiled during the crisis

32–34 St. Bride Street, E.C.4
Wednesday, October 12, 1938.

A WORD TO CORRESPONDENTS.—I should like to thank many correspondents for helpful letters of appreciation and thanks received during the past few days. No one compelled to write on the crisis during those weeks can be very satisfied with what he wrote! He will never willingly turn back the files. He does not want another telling proof that man is frail and short-sighted and *homo* far from *sapiens*. What I wrote had value only as the day-to-day thoughts of one ordinary man in critical times, opinions constantly veering like a wind-vane, in every shift of wind. And to those three correspondents who wrote so bitterly against the policy and actions of Mr. Chamberlain and against me for venturing to support them, I can only say that I appear to be only one of a considerable crowd who deserved the whipping as much as I. I am always amazed by the psychology of those who slash journalists. One must assume that they hold the view that on every subject there is but one opinion tenable (their own) and that anyone who fails to support it is certainly a fool and probably a traitor and a coward. Plain speaking, I confess, I value, subject always to the rules of the ring. But anonymous vitriol-letters are detestable and so are their writers. I always answer correspondents over my own name.

THE POOL OF THOUGHT.—The days of debate in the two Houses on the Munich agreement were well described by Lord Baldwin as a pool of thought. For me, and I expect for countless others who think as I do and see as I do in a glass, darkly, that pool very soon became a muddy pond. There was much surface scum floating on top of it. What was good and courageous and fine in it was mixed with slime, and if the truth lay at the bottom of it, it was not easy to perceive. I wonder how many people who heard Lord Baldwin's intervention in the debate felt that a ray of clear sunshine had suddenly irradiated the pool and afforded a fleeting chance of seeing what lay below. It was curious in my experience how quickly and completely his words comforted and cleared my mind. Next to Mr. Chamberlain the man who spoke them is the greatest living authority on the conditions under which the Premier was working. He is more than that. He is among living statesmen acknowledged as a master of plain common sense, as a great gentleman in politics, and as a prime practitioner of the Christian spirit in public relations and utterances. His actual words spoke for themselves. Before he spoke them, his virtues and authority assured him a respectful hearing. God knows, it has been difficult, during the debate and during the crisis, to find that right judgment in all things for which we pray. Difficult to harmonise conflicting loyalties.

A LONDO

Pity for the oppressed with pity for all humanity, hatred of war with hatred of injustice, national pride with concession of principle, chivalry with expediency. Lord Baldwin's words seemed to me to afford a straw which a drowning man might grasp, to provide a formula which he might use to compose his own conflicting and surging opinions. The peace of Versailles was an unjust peace. Every nation has made mistakes. War as it is waged to-day is so far more frightful in its implications than it was three years ago that a new responsibility, a new technique in diplomacy, most clearly are demanded of the trustees of the nation's welfare before the risk of it is taken. War is never inevitable. The statement "you have got to fight some day, fight now," is a fallacy, and a confession of failure. Peace will not be achieved in a month. It will never be achieved while the idea is mooted that personal contacts with dictators will soil the hands of the leaders of democracies. For one thing, there is no other approach possible to the heart of dictator states; for another, there is no hope of peace until the voices of bitterness and hate and distrust are silenced. Until an adequate measure of appeasement, disarmament, and security is reached, we must be nationally, physically, and mentally prepared for any eventuality. And we must be loyal to our leaders, as loyalty is comprehended in dictator states. In the past weeks, in scraps and fragments, I have tried to voice these vital points. Lord Baldwin's clear explication of them has done much to confirm and compose my mind. I hope that for some weeks at least they will serve me for a living creed and will enable me to turn a deaf ear to the doubts and suspicions and criticisms of men, however sincere, who are less qualified to pronounce on an issue so grave and so obscure than are Mr. Chamberlain and Lord Baldwin.

FACTORS FOR PEACE.—Three things (said Mr. Masefield) gave us our present peace: The sacrifices of Czechoslovakia, the Premier's efforts, and Mr. Roosevelt's telegrams. Every considered opinion is open to criticism and dissent. What writer or speaker has not freshly discovered that truth in the past weeks in the flow of correspondence from readers? The many signed letters of appreciation and the few anonymous letters of condemnation of one and the same expressed opinion! So it follows that Mr. Masefield's three factors may be unacceptable to some. Italy would surely add Mussolini. I myself would put still another factor at the head of the list. The voice of the peoples of Europe (without respect of political banners) at last heard in a united condemnation of war. That voice shook the thrones of dictators, gave pause to Dementia, and made Mr. Chamberlain's final effort possible of successful accomplishment. It is that voice which must not now fall back to silence. It is that opinion which must be fostered till it gathers weight and rolls out at last the mountains and molehills which are the obstacles to pacification and sanity once more. If the League from to-day could dedicate itself and its resources to that vital purpose, to give that voice a constant hearing, its reward, I believe, would be in due course the restoration of its own voice in the settlement of world disputes.

THOUGHTS ON EVACUATION SCHEME.—We are aware that for some time to come the defence schemes will be kept in pickle. As we know now, the crisis found us ill-prepared for air attack, and measures towards safety were rushed through, and left largely to the imagination and energy of volunteers. On the whole, the business went ahead orderly and with efficiency. But for a finished scheme, many improvements and modifications are needed in the evacuation schemes. Here are a few that suggest themselves as regards one district—a microcosm of the nation: A month ago the authorities scheduled this area as a

NEWSLETTER: By The Old Stager

dangerous one, owing to the proximity of a number of vital centres. This classification had not been officially contradicted when it was decided to evacuate over 6,000 children into this area. Is this district a safe or a danger area officially? In any scheme of evacuation, the *allocation* of refugees must be entirely for local arrangement. The number of head of adults and children allocated to the district should be the limit of London's responsibility. If the good will of the inhabitants is to be assured, the local authorities should be very careful to avoid as far as possible allocating children to persons who themselves have young children, since the risk of infection is then so greatly increased. In West Sussex it is notorious that English girls will not enter domestic service. The area is thronged and staffed with girls who in the late crisis would have been "enemy aliens." It could not be expected that Mr. Mander *et hoc genus* would have rested until all these harmless girls had been put in concentration camps (for in war justice and sense of proportion are the first things to go). Thus, with an influx of 7,000 more mouths to feed, West Sussex would have been left largely without domestic staffs to cook and do for the visitors, while the householders themselves were already earmarked for national defence duties to the hilt. How then would the rushed scheme have worked? Very, very badly. In scores of houses the children would have been alone all day. Scores of the houses earmarked have for months been on a bare minimum ration of water.

In any such scheme it should be a principle that householders who could give adequate proof of having earmarked accommodation for relatives and friends or their children in the emergency should be entitled to set off those heads against the statistical allocation on a basis of rooms and normal inhabitants. Without that concession, the scheme could not work with efficiency and good will.

"BACK TO NORMAL."—

Like Mrs. Miniver (and all other prototypes of the ordinary mortal) I am seeing what can be done to get "back to normal." It stands to reason (our own reason depends on it) that we cannot forever flog on with crisis talk and must try to put on our map other interests besides Middle Europe. The ordinary human being was not built for a wide range. We are backyard folk and our interests are inevitably small and local, try as we will and do to enlarge and altruise them. For nearly a month the small important plans and doings which normally keep us all as individuals healthy and reasonably content have faded out. Because there was a cutting away of that remnant of our prime necessity—the sense of security and permanence—the foundations of our poor little hopes and plans were shattered. Nothing seemed worth while. Why write an article or continue a book; what point in buying spring bulbs, or repairing the garage door? What hope or profit in continuing our plans for professional progress, in continuing to lay by for the children's education, in playing the part of the prudent householder or family man? Our homes rocked on the crater's edge and no effort of ours could safeguard them. We have been granted a reprieve, a breathing space. There is no selfishness (but sheer sanity) in seeking to recapture the normal. But the normal is an elusive butterfly. Nothing is ever quite the same again, even in normal times. The events of every day change us, physically and mentally, and we wake up different beings from those who went to sleep. The events of the past weeks have left a deeper imprint, caused a sharper cleavage between yesterday and to-day, and nothing can ever be the same again. But the optimist adds the rider that things may be better, and that a change of heart in humanity is not of necessity a change for the worse. And with this reservation it is certainly our job to try now, while buckling to in the perfection of our defences, to "get back to normal."

ASSEMBLY ROOMS, BATH.—

After eighteen months of restoration work the famous Assembly Rooms at Bath are now ready and they will be reopened on October 18 with a grand ball which the Duchess of Kent has promised to honour. Cream is the colour scheme, with the Corinthian columns picked out in gold. The lighting is achieved by the medium of old glass chandeliers such as were familiar to Jane Austen, and the musicians' gallery in the south wall of the large octagon stands clearly forth once more. These famous rooms are a part of English social history and a cradle of English literature. They are dear to us from the writings of Jane Austen and Dickens and are a heritage and part of every Englishman. The Duchess will come from Longleat. In the Oxford Edition of Jane Austen based on Chapman's text there are enchanting plates of current female costumes and the adaptation of some of these (e.g., frontispiece plate *Emma*) to modern fashions is possible. Perhaps the idea has occurred to ladies intending to go to the ball.

THROUGH THE MAGIC DOOR.—

It must have been the experience of many of late during the blackest hours of anxiety to find how hard it was to distract the mind from brooding. The human mind must obtain relief. Continuous absorption in one topic and one so terrible in its implications leads to Bedlam. Those who can read go gladly through the magic door and find relief for a while in books old and new. I have read some old and some new books, too. Miss Finch's *Wilfrid Blunt* and George Villiers' *Vanished Victorian* (Lord Clarendon 1800–1870). Both these books are well-written biographies because both follow the principles of what biography should be as set down by Mr. MacCarthy (and agreed by me). "A genuine biography . . . is a book with a hero; one in which politics are translated as far as possible into terms of personal living, while the history necessary to make his views and actions intelligible is clear and interesting." That is well put, and it was well obeyed by both authors. The two subjects, Blunt and Clarendon, were very different types. The one was a "soldier of fortune," the other a trained staff-officer. Both were aristocrats by birth and in outlook. Otherwise they differed widely. Blunt was a rebel from birth and a mischievous one. He was a poet and an artist who loved lost causes and minorities more because he loved rebellion than because he wept for suffering humanity. Clarendon was the orderly, urbane, public servant who ranked his own career and his country's good equal first. Clarendon's life covered the first seventy years of the nineteenth century. Blunt, a generation younger, lived into the troubled twentieth century. Both these biographies paint admirable pictures of the social and political life of their times and divert the mind, as they should. (It is, no doubt, a bold venture to write a life of Clarendon when Sir Herbert Maxwell's model biography is in every representative library.) I came to the conclusion that both Clarendon and Blunt lived through times which, if the aeroplane and radio had been then perfected, would have been as dangerous and wearing as our own. Their England muddled through. Our anxieties and controversies will be dead one day and perhaps our England will come through.

SPOKESMAN OF A TRAGIC MINORITY: Herr Jaksch (right) in conversation with his secretary, Herr Wanka, during their visit to London last week. Herr Jaksch is the leader of the German socialists of Sudetenland who have fled to other parts of Czechoslovakia since the German annexation and for whom he is now seeking assistance. If they had remained in the ceded areas they would inevitably have been marked out for persecution

SEEKING APPEASEMENT IN PALESTINE: *Left*—Sir Edmund Brocklebank, Parliamentary Secretary to the Secretary of State for the Colonies, and his chief, Mr. Malcolm MacDonald, pictured as they left for the House where the latter made a statement on the situation in the Holy Land. During the past week Mr. MacDonald has had meetings with Taufik Suwaidi Beg (*right*), the Iraqi Foreign Minister, who came to London as the guest of the Government, bringing with him a scheme for a settlement in Palestine

IN LONDON FOR PALESTINE TALKS: Sir Harold MacMichael, the British High Commissioner, and Mr. D. G. Harris, Commissioner on Special Duty in Palestine, seen on arrival at Croydon after their flight from Jerusalem. They immediately opened conversations with the Colonial Secretary

SIR JOHN'S SUCCESSOR: Mr. F. W. Ogilvie, new Director-General of the B.B.C., arriving at Broadcasting House to take over his duties. He was formerly President of Queen's University, Belfast

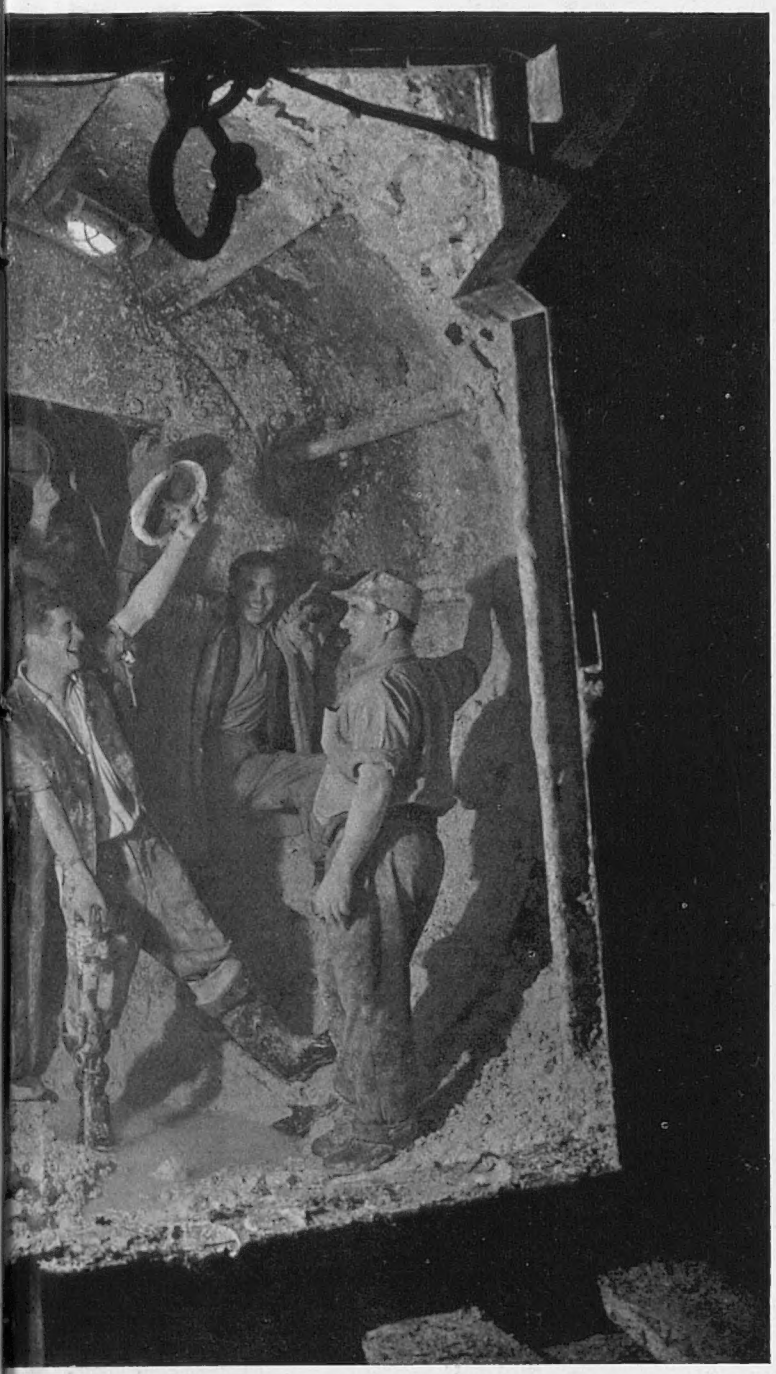
HIGHLIGHTS *of the*

TESTING LONDON'S BALLOON BARRAGE SCHEME: Householders in St. Paul's Street, N., watching a captive balloon as it was about to be raised during last Saturday's exercise, in which twenty-four of these craft were flown from parks and open spaces, thus giving the ground crews in charge of them an opportunity to gain valuable experience. Throughout the day a fairly strong wind was blowing, and, as a result, five of the balloons slipped their moorings, all being recovered by the evening, except one, which drifted as far as Denmark. Eventually, 600 balloons will serve London, their purpose being to girdle the Metropolis in such a manner that enemy planes would be forced to fly high

THROUGH AT LAST: Foreman Joe Moon (right) is cheered by the men when the Kent and Essex workings of the Dartford-Purfleet tunnel meet at a point 80 ft. below the bed of the Thames. Work on this gigantic scheme began a year ago and when the tunnel is complete it will provide a means of direct communication

MANNING THE WINCH: A member of London's Balloon Barrage force paying out, from a lorry in Regent's Park, the cable holding one of the 24 balloons flown last Saturday for experimental purposes

HEADLINES: A Pictorial Survey



between the highway systems of Kent and Essex; a need that becomes abundantly clear when it is considered that the population on the Dartford and Purfleet sides of the river increased by 29 per cent. between 1921–1931. In addition, from Blackwall tunnel to the mouth of the estuary, a distance of 35 miles, there is at the moment no facility for crossing the river apart from the ferries

WEDDINGS OF THE WEEK: Mr. John Hulbert, Royal Horse Artillery, and his bride, Miss Elizabeth Lovett, daughter of the Bishop of Salisbury, passing beneath a guard of honour after their wedding at the Cathedral Church, Salisbury. *On left*—Lord Lovat being piped from Brompton Oratory with his bride; Miss Rosamond Broughton, daughter of Sir Delves Broughton

MONEY POURS INTO THE MANSION HOUSE: Cheques for £1,000 and more, treasury notes, and humble postal orders have been arriving by every post in response to the Lord Mayor's appeal on behalf of the Czech refugees. Many of the contributions to the fund, which by last Tuesday exceeded £45,000, are from people with little money to spare. An old-age pensioner of eighty, who sent 1s., wrote: "Please find 1s. towards the Czech fund as a thankoffering for peace"

THE BRITISH AIR MISSION TO FRANCE: Air Chief Marshal Sir Cyril Newall, Chief of the Air Staff, being greeted by General Vuillemin, his French opposite number, when they met in Paris a few days ago. The visit returns that paid to London last June by General Vuillemin, and evidences the close touch that is being maintained between the air services of the two countries—a product of mutual understanding but of no hard and fast military agreement

Hitler Inspects the Czech "Maginot Line"

Viewing the Great Fortifications which have Fallen into German Hands under the Munich Agreement

THE FÜHRER IN ZONE 2: Herr Hitler and members of his staff inspecting a pill-box fort during a tour of the great Czech line of fortifications which have passed into the hands of Germany under the terms of the Munich agreement. The Czechs left the line itself intact when evacuating the area, but they were permitted to remove all mobile war material, including heavy guns, machine guns, and ammunition. The fortifications are of a most elaborate nature, bearing, indeed, a close similarity to the French Maginot line, a vast net-work of concrete-lined underground galleries linking up the various gun positions to which shells could be delivered along light railways

On left—

FIELD-MARSHAL GORING PAYS HIS FIRST VISIT TO SUDETENLAND: Germany's economic dictator and air chief walking through Freudenthal with members of his entourage before making a speech on behalf of the Führer, welcoming the people into the Greater Reich but at the same time making it clear that just as the Reich "has been ready to spend its blood and wealth for the Sudetens, the Sudetens, in their turn, must be ready, if need be, to do the same for the Reich"

On right—

MORE THAN MEETS THE EYE: Another example of a Czech pill-box fort. Beneath it are passages linking up with similar forts

SEEING FOR HIMSELF: Herr Hitler emerging from a concrete gun-post in the Friedland district during his tour of the fortifications in Zone 2—the ceded area in north-west Czechoslovakia. The fortifications were built by the Czechs with the aid of French technicians and, being based on France's Maginot line, fears have been expressed in Paris that Germany has learnt many secrets of a vital nature

Mohamed Aly Allouba Pasha (*above*), the chief organiser; Abdel Khalek El Tirrisi (*centre*), a member of the Moroccan delegation; and Bahi El Din Barahit Pasha (*right*), President of the Egyptian Chamber of Deputies, were among the many prominent personalities at the Arab Congress for the Defence of Palestine, which closed on Tuesday of this week after a series of outspoken sessions in which delegates from many parts of the Moslem world took part. At the final meeting the following were among the uncompromising resolutions passed: (1) Declares the Balfour Declaration null and void in the eyes of Moslems. (2) Demands total cessation of Jewish immigration. (3) Rejects any form of partition. (4) Calls for the creation of a national constitutional Government in Palestine with a Parliament elected proportionately by Arabs and Jews

HOME RULE DEMANDED AT CAIRO'S ARAB CONGRESS

FRANCE SEES HER ALLIANCES CRUMBLE

How German Action in Middle Europe has Destroyed the Foundations of her Foreign Policy

THERE is no country where recent developments in Europe will have greater repercussions than France. It is no exaggeration to say that events in Czechoslovakia have destroyed the foundations of French foreign policy. On what new basis it will build we cannot yet tell. Meanwhile it may be interesting to take a last glance at the system of alliances erected by France after the war, and which now seems to be in process of collapsing.

French foreign policy since the victory of 1918 has been dominated exclusively by the desire for security. Even in the moment of their army's triumph, the French were already thinking of another invasion. General Foch wanted the victory to be carried to the Rhine, so that France would at last possess a frontier which she could defend.

The French Government were dissuaded from this by the promise of an Anglo-American guarantee. But like so many post-war promises the guarantee never materialised. President Wilson, who had offered it, was repudiated by his own people. The withdrawal of America gave Mr. Lloyd George an excuse for freeing himself from an obligation he had never liked. France, having abandoned the substance, was thus left without even the shadow. She concluded that there was nothing to be hoped for from her former allies and set about finding other safeguards. It was thus that there came into being the system of French alliances designed to keep Germany at bay.

The first of these alliances was the *Accord Politique* with Poland, signed in Paris on February 19, 1921. It was a defensive pact providing for concerted measures for the "protection of their territory and the safeguard of their legitimate interests" in the event of either party being the victim of an unprovoked attack. On October 16, 1926, a further agreement in the form of a Treaty of Mutual Guarantee was concluded by the two countries. It was intended to reinforce Locarno and laid down that France and Poland should come to each other's help if Germany failed to fulfil her engagements and this failure was "accompanied by recourse to arms." It is interesting to recall that in March, 1936, when Germany reoccupied the Rhineland in defiance of Locarno, Poland stood by her engagement and offered her army to France to restore the *status quo*. The offer was rejected partly on the advice of the British Government, and it may be said that from that moment the alliance with Poland progressively weakened.

With Czechoslovakia France signed a first Treaty of "Alliance and Friendship" on January 25, 1924. It was agreed that in case of international difficulty the two countries should take concerted action within the framework of the Covenant of the League of Nations and should "agree on measures to safeguard their common interests." Article 5 provided for resistance to a Hohenzollern restoration. On October 16, 1925, a second Treaty of "Mutual Guarantee" was signed at Locarno. It bore the same date as the treaty with Poland and was almost identical in terms. It was stipulated in both agreements that they "entered into force in the same conditions as the Locarno Pact," and it was clear that after Germany had repudiated Locarno they lost much of their force, both legally and strategically. All parties could argue with some reason that, with the Rhineland refortified, it was no longer a simple matter to come to each other's help.

Other treaties were concluded by France with Rumania and Yugoslavia. The first was a Treaty of Friendship signed in Paris on June 10, 1926. It contained a non-aggression clause, clauses for conciliation and consultation, and provided for concerted action in accordance with the League Covenant in the event of attack or an attempt to change the *status quo*. The treaty with Yugoslavia, which was signed in Paris on November 11, 1927, was very similar. On its expiration in 1937 it was renewed for a further period of five years. Neither of these treaties was so binding as the treaties with Poland and Czechoslovakia, and their operation was subordinated to the action of the League.

Finally, there was the Franco-Soviet, which carried the signatures of M. Laval and M. Vladimir Potemkine, the Soviet Ambassador in Paris, and was dated Paris, May 2, 1935. It was a Treaty of Mutual Assistance and provided for (1) immediate consultation in the case of menace or danger of aggression; (2) immediate aid and assistance in case of unprovoked attack; (3) immediate aid and assistance in case of France or Russia being attacked as a result of any member of the League going to war and thereby becoming *ipso facto* at war with all other members. This last rather complicated clause was designed to meet the eventuality of a nation taking reprisals against sanctions. The treaty was concluded for a period of five years, but if not denounced a year in advance will continue indefinitely, always with the proviso that it can be terminated with a year's notice.

FRANCE AND HER ALLIANCES: A sketch map showing the countries with which she has signed defensive treaties since the end of the last war. First came the pact with Poland in 1921, then, one by one, Czechoslovakia, Rumania, Yugoslavia and Russia joined in, seemingly giving France security from her old enemy across the Rhine. To-day, however, her system of alliances is crumbling, and recent events in Czechoslovakia would appear to have destroyed the foundations of her whole foreign policy

To complete the story of France's international obligations, it should also be noted that by virtue of the tripartite agreement, which was concluded in London after Germany's repudiation of Locarno, France is engaged to go to the assistance of Britain and Belgium if either or both of them are attacked. This is the most real of all the French alliances, and the only one which can be regarded as still firmly established. In fact, with the progressive weakening of France's links with her allies in eastern Europe, the association with Britain has become steadily closer. Had this association been consolidated earlier it is possible she would never have sought other friends farther afield.

French foreign policy is now necessarily undergoing an overhauling, and it is too early to say what the outcome will be. The choice seems to lie between a reaffirmation of such connections as have survived recent developments, and an attempt to follow Mr. Chamberlain in his policy of rapprochement with the dictators. There is, however, one aspect of the situation which is worth noting. All the French alliances were drawn up within the framework of the League, and they were designed to operate as part of collective action taken in accordance with the articles of the Covenant. If the League is not to function as a coercive force, then many of the clauses in the various treaties cease to have any meaning. This is a factor which France is bound to take into consideration, both when considering the application of her existing engagements and in making plans for the future.

G. A. M.

THE PITIFUL PLIGHT OF CZECHOSLOVAKIA'S REFUGEES

Pictures that Evidence the Many Personal Tragedies of the German Occupation — The Response to the Lord Mayor's Appeal

THE PRICE OF PEACE! *Above and below*—Refugees from Sudetenland in a schoolhouse at Steti, Czechoslovakia, whither they fled panic-stricken as the German army of occupation approached. The plight of these people is in many cases pitiful in the extreme, and it is little wonder that the Lord Mayor of London's appeal for funds to help the refugees has met with an immediate and sympathetic response from the British public. The Corporation itself voted 2,000 guineas from the City's Cash, and on the day after the appeal was launched an enormous post reached the Mansion House from all parts of the country

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WITH THE GERMAN ARMY IN SUDETENLAND

Further Aspects of the Occupation of the Ceded Areas of Czechoslovakia Under the Munich Terms

THE GERMANS ENTER ROSENBERG: Members of the army of occupation fraternising with the townspeople on reaching this picturesque town in the Bohemian Forest zone, south-western Czechoslovakia, where the change-over took place without incident. A number of pictures of the occupation appeared in last week's issue, but those reproduced on these pages have come to hand since last going to press

Herr Hitler's Visit to the New Reich Territory

SUDETEN ENTHUSIASM: Welcoming the German army of occupation at Klein-Philipsreuth. A picture showing a civilian running beside the marching men and distributing cigarettes. *On left*—Herr Hitler shaking hands with young, uniformed Sudetens during his visit to Asch on the first day of his tour of the ceded areas when he entered the newly acquired territory with his army. Asch was *en fête* for the occasion with swastika decorations everywhere

THE FUHRER RELAXES: Herr Hitler taking an alfresco meal with his lieutenants during his tour of the ceded areas. He is seated between Herr Henlein, now Reich Commissioner for Sudetenland, and General von Reichenau, Commander of the 8th Army Corps, responsible for the occupation of Zone 3. Towards the left is Himmler (wearing glasses)

ON THE ROAD TO BOEHMISCH-ROEHREN: Country folk watching light machine gunners as they filed through their village. *On right*—German troops attempting to lift one of many giant stones which blocked the path of their advance. The obstruction was caused by Czech troops before the settlement at Munich and at a time when they were making every preparation to resist the German invasion they hourly anticipated. After the settlement no further damage of a similar nature was done

JUBILATION IN TESCHEN: The scene on the bridge over the Olza as crowds assembled to watch the Polish army of occupation cross over into the area ceded by Czechoslovakia following the receipt of the Warsaw ultimatum. While Poland has won a big diplomatic victory, it has to be remembered that by her action she has clearly laid herself open to minority trouble in the future, as her neighbours might with cause adopt the same attitude towards her as she has adopted towards Czechoslovakia

The Polish occupation of the Teschen area of Czechoslovakia, which is treated pictorially on these pages, would appear to be a dangerous move from the viewpoint that Poland herself has minority problems and, that being so, might be wiser to adopt a "do as you would be done by" policy. There are at least two distinct sides to the question, however, and the following notes by a correspondent versed in Polish affairs present a rather differing view that should certainly be examined with close attention.

THE intervention of Poland in the settlement of European frontiers appears at first sight to this country as inopportune and unfortunate. We have heard for many years of the territorial complaints of Hungary, but the Polish outburst is comparatively new and in some quarters is held to be all the more deprecated.

But the cause is very deep-seated, and probably of far greater importance to this country and the peace of Europe than the exact demarcation of the German-Czech frontier.

It would seem that the eventual aim of Germany—and it is a sound economic aim—is to gain control of the Danube on the one hand, and vital points on the south Baltic shores on the other. She could then re-establish the great trade route to the east, find a ready outlet for the goods of south Germany and Bohemia, and rebuild the famous exporting factories of the Danube. If Russia ever returned to open trade, Germany would be in a position to step right in and corner that stupendous market.

This being the case, one naturally assumes Poland to be violently anti-German, but it must be remembered that ancient enemies are always the most feared. Nationally, Poland lives in perpetual dread of a military invasion from Russia and a return of the old Russian oppression. Economically, Germany is her greatest problem. These influences have resulted in a Polish foreign policy based upon an effort to keep Russia and Germany apart. Every move has been born from the knowledge that either enemy crossing one border means the other advancing immediately, and the consequent loss of Poland in the resulting turmoil.

On right—A DAY OF SMILES: Citizens of Teschen waiting to greet the vanguard of the Polish army as it marched into the newly ceded area and took possession. Teschen has had a stormy history. After being an independent principality, the town fell to the crown of Bohemia in 1625 and to Austria 100 years later. The treaty of peace which ended the war of Bavarian succession was signed there in 1779

Poland's Annexation of Teschen: Some Possible Consequences

The Question of the Ukrainian Minority under Warsaw, and Other Facets of the Present Tangled Central European Situation

We are now all too familiar with the map of eastern Europe—of the manner in which Czechoslovakia juts out into the Austro-German combine at one end, and trails off at the other as a narrow division between Poland and Hungary, ending within a short distance of Russia. What is apt to be overlooked is the true significance of this jig-saw design. When the assembled Powers at Versailles parcelled out Europe according to minorities (and their good intentions) they followed the best precepts of diplomacy by breaking up the big units. But they also took a fatally retrograde step. The creation of Czechoslovakia meant more boundaries, tariff walls and independent currencies, of which there were already too many. The world needs fewer of all these factors. To-day the demand is for simplification in economics.

If Germany is opening up doorways to future trade expansion down the Danube, why, Poland maintains, should she not be allowed to extend as far as her natural economic boundaries, taking in the Ostrawa part of the Silesian heavy industries and their outlet. She maintains that Slovakia differs no more from Poland in language and customs than Aberdeen from London. Moreover, Poland and Hungary have long been close friends and allies and would welcome a common frontier.

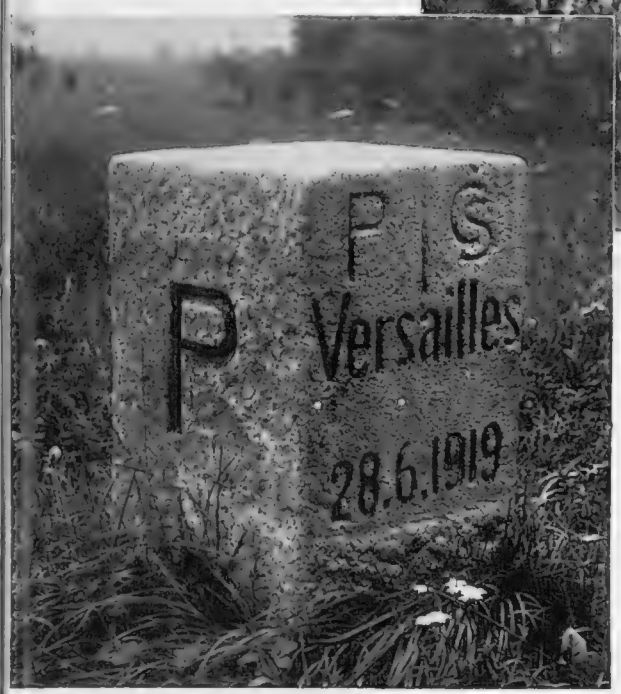
Yet there is a difference between the German and Polish approach to the partition of Czechoslovakia. In contrast to German threats of violence, Poland, on the other hand, has attempted to persuade Rumania to unite with her in common buffer action between Russia and Germany. In the face of Germany's action Poland had no option, she feels, but to join in the outright demand for readjustment of frontiers. No one in Poland, however, doubts that having completed his first move into Austria, his second into Bohemia, Hitler's third move will be to close the Polish corridor.

There is only one outcome. To effect a peaceful amalgamation of Poland, Czechoslovakia, and Hungary upon a proper fusion of currency and tariffs.

A divided eastern Europe remains a prey to German ambitions. A combined eastern Europe is capable of becoming a sound, satisfied economic unit—a stabiliser between Germany and Russia.

Germany does not want an amalgamated eastern Europe. She prefers it to remain divided in small units which she can deal with one at a time; Russia does not want anything that may mean peace and orderliness and bourgeois comfort; Czechoslovakia does not want to lose her identity, even if it means eventual benefit to her population. Only Poland can assist materially and sincerely towards obtaining a peaceful solution.

TESCHEN PREPARES TO RECEIVE THE POLISH ARMY: Citizens in the newly ceded area engaged in hanging a sign across the street bearing the words:—"Welcome—From to-day we shall be together"



TRIPLE FRONTIER: This stone, which lies north-west of Teschen, marks where Germany, Czechoslovakia, and Poland meet

POLAND AND HER NEIGHBOURS: This sketch map indicates the great ethnographical problem confronting the republic, showing how large numbers of Ukrainians are at present under the suzerainty of Warsaw, the figure being estimated as between 6,500,000 and 7,000,000. When it is considered that the Ukrainians are pronounced nationalists and that those of their number in Russia are showing signs of restiveness, Poland's situation can be appreciated. In view of this circumstance she has most certainly not improved matters for herself by her dominating attitude—as inspired by Foreign Minister Beck—on the Czechoslovakian minority question. There are also large numbers of Ukrainians living in Czechoslovakia and Rumania

DALADIER'S BIG MOMENT: The French Premier addressing members of the Chamber as he gave them a long and circumstantial account of the events leading up to the Munich agreement, revealing by what a narrow margin war was averted. He was then given an overwhelming vote of confidence by 535 votes to 75 and was later granted special powers to deal with the internal situation

WHAT PARIS FELT ABOUT THE CRISIS

The Reaction of the Man in the Street During the Dark Hours Before the Munich Conference, and His Hopes and Fears for the Future

By JEROME WILLIS

THOUGH last week Paris went on a burst of artificial gaiety at the prospect of peace, which went on for several days and resulted in large sales of champagne in all the cafés, there is a growing feeling on taking stock of the situation that peace is by no means as permanent as the first news led us to believe.

For France the crisis started six months ago when Hitler marched into Austria and started carrying out *Mein Kampf* to schedule. From that day onwards hawkers started to sell Hitler's book on the pavements as "everyman's guide to Europe's future." And the book sold like hot cakes, or should I say like *pernods* at a boulevard café?

Then Czechoslovakia came into the picture and has hung like a pall over France ever since. Yet the peculiar thing about the whole crisis is how in increasing waves it burst upon the British and French public, while the man in the street in both countries is still a little mystified as to where he stands in relation to it.

Although France had a formal alliance with Czechoslovakia, few Frenchmen have ever been to Czechoslovakia, and the Czech colony in Paris is rather small. The great majority of Frenchmen have never seen a Czech. I, myself, have met and spoken to three Czechs in my life, one at a July 14 celebration in London and the other two in Spain last year.

Thus the man in the street in Paris was ready to go up into the Maginot line more for the principle of the thing than for the sake of the Czechs. In the earlier stages of the crisis I discussed with the manager of the restaurant where I habitually dine the possibility of France going to war. He pooh-poohed the whole idea—what could France do about it, where could she attack, was she going to loose off guns on the Western front and hope the German attack on the Czech frontier would weaken in consequence?

A CONSPICUOUS FIGURE in Paris during the crisis was M. Lukaziewicz, the Polish Ambassador, who had a number of meetings with Foreign Minister Bonnet at the Quai d'Orsay, all touching upon the French attitude towards the occupation of Teschen

He shrugged his shoulders—no, France could do nothing if the Germans were determined. They could negotiate and negotiate . . . but after that—he raised his hands in a gesture of despair.

When he moved away from my table the waiter, a dark-visaged Marseillais, sidled up to me.

"M'sieu, don't pay any attention to what he says," he said with conviction. "He's just another Fascist—a member of the *Partie Sociale Français*. Of course, we'll stand by the Czechs, and so will Russia. We've got to stop Hitler, and we will."

BACK TO CIVILIAN LIFE: These reservists, seen outside the Gare de l'Est in Paris, returned from service with the colours on October 3 and found Paris a much more cheerful place than when they went away in the midst of the crisis

To stop Hitler. That is the side of the question which interests the great majority of Frenchmen. For Hitler represents to France the Prussian Germany, the Germany that has twice invaded her country and once entered Paris. On this issue France was solid, except for the few who gather round the former Premier, Flandin. It was when Daladier revealed the exterior danger to France that he managed to settle the strikes.

True, they were rather late in starting, and this was one of the factors which made Daladier tread warily in his recent negotiations with Hitler. A manager of an aircraft factory just outside Paris told me three days before Hitler threatened to march into Czechoslovakia that France was six months behind schedule in her production of bombers. And he ought to know. You cannot fight a war to-day unless you have an air fleet as numerous and as efficient as the other fellow's.

The average Frenchman knows that and also that his beautiful city of Paris would be the first sufferer on the outbreak of war. That is why he drank champagne last week and shouted, "Vive la paix."

Every Thursday at mid-day he gets a faint warning of the ever-present fear of attack from the air when the long-drawn whine of the practice warning spreads all over the city. He had come to regard that as a mere time signal, and you could see most Parisians setting their watches by it. But during that week when peace hung by a thread over Europe there were many who unconsciously looked skyward when the warning started its mournful notes.

Throughout the summer everyone had been talking about air raid precautions, but no one seemed to do anything about it. So far as gas-masks were concerned Parisians were in a bad way. They had the advantage over London in shelters, for nearly every house in Paris has a cellar, and a deep cellar with a pretty stout ceiling of stone. They were even talking a few weeks back of opening up the famous catacombs that run under the Seine.

The relief that the scare had passed naturally made the champagne flow on the boulevards. For while the Frenchman was ready for war, he was not anxious for his wife and children to be brought into it. So taking stock of it he says to himself: "So far, so good."

Now what is occupying his attention is the prospect of the grim winter that faces him. Trade has been falling fast in France for several months. Foreign business men with factories there are wondering whether they can continue Mobilisation takes a heavy toll in labour and production and the first reservists for the Maginot line are always the technicians—the key men of most factories. Foreign orders have had to be cancelled and possibly may not be renewed.

The epidemic of strikes during the summer, the falling franc and the rising cost of living have made daily life both for the businessman and the housewife a bit of a burden.

Thus M. Daladier will need all the powers granted to him by the Chamber to solve these questions.

RUSSIA'S AMBASSADOR TO PARIS: M. Souritz leaving the Quai d'Orsay after being received by the Foreign Minister with whom he was in frequent communication as the crisis reached its climax. They discussed the situation as it related to Paris and Moscow

ARAB TERRORISM REACHES A CLIMAX IN PALESTINE

Outrages Continue After Thirty Months of Racial Conflict—Arab Police Supplanted by Jews in the Vital Areas

THE PEACE OF BETHLEHEM DISTURBED: Arab youths demonstrating in the streets of the city during the recent disorders there when several buildings were burnt down and the military had to take severe action. Of late weeks the situation in the Holy Land has steadily deteriorated, culminating in the massacre at Tiberias in which nineteen persons were killed and thirteen wounded, the dead including ten young children. Nothing during the thirty months of racial conflict has so horrified the Jewish community, and it was felt that something drastic should be done immediately to end the terror, which has been further heightened by the failure of the Arab members of the police force to play their part. As a consequence, the gradual replacement of Arab police by Jews in vital spots is now steadily proceeding. On October 6 it became known that the Foreign Minister of Iraq had come to London with a plan of settlement

PROGRESS IN THE MIDST OF STRIFE: A Palestine Airways machine in the centre of the runway before taking off on its inaugural flight from the new airport at Tel Aviv, Palestine's all-Jewish city, where, despite the disturbances in other parts of the country, industrial development continues to take place. Tel Aviv is also completing important harbour works

ATTACK ON THE JERICHO ROAD: Three of the five lorries after they had been wrecked by an Arab band when bringing loads of potash up from the Dead Sea. On the right is seen a machine-gun-equipped police car which arrived just after the attack

FILM-SHOOTING THE LYREBIRD

Australia's Rare and Elusive Songster

A LYREBIRD FEEDING ITS YOUNG: A close-up of a fine specimen of this elusive songster which inhabits the densest parts of Australia's bush and usually chooses to sing its song and dance its dance in the depths of winter when the forest, naturally dull, is shrouded almost continually in a blanket of cloud and fog. In view of this it can be appreciated what difficulties are presented in the making of a film record of its life

A MATTER OF PATIENCE: Technicians of the Australian postal department and an official of the Broadcasting Commission engaged in broadcasting the song of the lyrebird in forest country near Melbourne

WHERE THE LYREBIRD DANCES: *Left*—A typical "mound" formed by the songster in a secluded part of the forest where, away from prying eyes, it executes its famous dance which, before a film record was made, had been seen by very few Australians. *Right*—The lyrebird engaged in its dance. A picture showing the beautiful tail spread from which it derives its name

A MALE LYREBIRD "DISPLAYING": The tail is reversed over the back, and the silvery white underside is presented to view. So far two film records have been made of the lyrebird, the first taking seven years and the second three years to complete. Days of patient effort were needed in order to record even a few feet of film, the bird taking fright at the slightest sound

TEN years ago Australia's greatest song-bird was little known, even in its own country. That was because the species is elusive, is nowhere common, and inhabits wild unsettled country out of reach, at that time, of the general public. To-day its song is known throughout Australia and the lyrebird is regarded almost as a national idol, its vocal accomplishments being a complete answer to those early writers who described the birds of the country as songless. Credit for bringing the charm of this natural artist under notice is due to Tom Tregallas, a veteran naturalist, whose entertaining lectures spread the knowledge of the bird which he had acquired during many years of study.

It was one of these lectures by Mr. Tregallas which fired the writer with a determination to record the life story of this largest of all song birds for the screen and, perhaps, to capture the song for reproduction overseas. During fourteen years that ambition has persisted and has accounted for the taking of two motion pictures and for association with direct broadcasts and recordings accomplished under natural conditions. The first film occupied seven years in the making, while that now released by the Australian Government has occupied three. Both were taken at Sherbrooke Forest, 25 miles from Melbourne, but the later film is much more efficient than the earlier one. This is due partly to the improvements made in negative film of recent years.

By

R. T. LITTLEJOHNS

Two whole seasons were devoted to that portion of the latest picture which, in three minutes on the screen, depicts the "dance" of the male lyrebird. This incident is the high-light of the film and the original of it is the most attractive as well as the most closely-guarded natural history spectacle to be seen in Australia. It is performed on small circular patches or "mounds" formed by the bird in positions well screened by ferns and undergrowth. Care and patience must be exercised should one set out to view the ceremony, and the added difficulties of filming it are manifold. Besides being a creature of the shadows, the lyrebird chooses to sing his song and to dance his dance in the depths of winter when the forest, naturally dull, is shrouded almost continually in cloud and fog. Then there are the difficulties of obtaining a clear and uninterrupted view of the singer and the further one presented by the noisy operation of the camera mechanism.

In view of these circumstances it was necessary to wait long for those breath-taking occasions when the bird danced, while weather conditions were favourable, on a mound which was in a reasonably well-lit situation and which was not too completely obscured by undergrowth. Provided, then, that the time of day was neither too early nor too late for efficient lighting, one proceeded by stealth to a suitable vantage point. Having done so by skill or good fortune one set the camera in motion as gently as possible at a time when its initial roar would be drowned by loudest notes of the song. Almost always one was wet through from daylight to dark during the periods of waiting, and the successful exposure of 20 ft. of film would be the reward of a month's work on many occasions. During one week-end, when Dame Fortune apparently was in reckless mood, three full-length exposures, making one minute altogether, were "shot."

Some idea of the extreme caution of the species is given by an experience during the early stages of the taking of the new film. At this time the camera was used in a padded box which was camouflaged among ferns 15 ft. from a mound and was operated from a considerable distance by means of a line. During several weeks the bird refused to display on that mound although it was clear that he had used it at other times. Eventually it was surmised that the small shining lens, less than 1 in. in diameter, which was recessed deep into the box, was the cause of the trouble. A "gadget" was then devised which covered the lens until the motor was actually started. This device was successful at once and several efficient "shots" were made. Subsequently, to speed up operations, the camera was carried in the hand so that exposures could be made at any mound instead of at one only.

HOW JAPAN HONOURS HER FALLEN: The Ashes of the Dead Are Brought Back to the Homeland and Accorded Divine Honours

"NO CORNER OF A FOREIGN FIELD" FOR THEM: Japanese soldiers processing through the streets of Tokyo with containers holding the ashes of comrades killed in the China war. Whenever possible, these ashes are brought home, as the Japanese hold in horror the thought that any of their relatives should be laid to rest on alien ground. Even where identification is impossible, mass cremations are held and the ashes are subsequently venerated in the same way

WITH SOLEMN TREAD, comrades of a fallen Japanese soldier process through the streets of Tokyo, bearing a portrait of the deceased and an urn holding his ashes. *Left*—Here the procession, in which all the relatives participate, is seen passing down the specially decorated street where the fallen soldier lived. Following his death in battle he achieves in popular estimation the status of a demi-god and his name is recorded with that of others in the Yasukuni shrine where every half year divine honours are accorded them

ARMS OF BRITAIN'S SAILOR HEROES

To Adorn the Royal Naval College, Greenwich

THE COATS-OF-ARMS OF VISCOUNT NELSON AND HOWARD, EARL OF SUFFOLK AND BERKSHIRE, which have been painted by Miss Bridget Workman and together with six other similarly decorative panels are to adorn a corridor at the Royal Naval College, Greenwich. At the moment they are on view at the Lefevre Galleries, King Street, and are the subject of much admiring attention. These two examples set the artist a particularly complicated problem, both being full of much elaborate detail and colour

MISS BRIDGET WORKMAN, who has painted the coats-of-arms of Britain's naval figures, standing beside the Lord Hawke panel. Here Neptune, complete with trident and standing firmly on a dolphin, supports a shield blazoned with three devices known as "pilgrims' staves"

VISCOUNT HOWE is represented by black wolves' heads set upon a gold shield and supported by two Cornish choughs. Above the coronet is a plume of ostrich feathers. The arms of the present Earl Howe are rather more elaborate, and the motto is now "Let Curzon Holde What Curzon Helde"

THE EARL OF ST. VINCENT: This shield displays an ermine chevron on a black ground, between three silver martlets. This is surmounted by a silver pegasus with blue wings adorned with a gold fleur-de-lis and supported by a black eagle with a curious instrument like a weather-vane

A RARE ACQUISITION: The intricately-worked rock-crystal intaglio plaquette which has lately been presented to the Victoria and Albert Museum by Mr. G. McNeil Rushforth. Its origin is described below

LORD RODNEY: Here gold-beaked, purple eagles figure as supporters, as well as decorating the crest and shield. The supporting eagles each hold a flag of St. George, the stems of which are encircled by a naval crown. Miss Workman has created a balanced design which, from the æsthetic point of view, is much to be admired

THE Royal Naval College at Greenwich is shortly to be adorned by eight very decorative panels, which have been designed to represent the various coats-of-arms of famous naval figures. These panels, painted by Miss Bridget Workman, are now on view at the Lefevre Galleries. Miss Workman has tackled her job with efficiency and skill; it is no easy matter adhering to heraldic limitations with sufficient accuracy to pass the College of Heralds, and at the same time make a well-balanced design out of the often vague and anything but accurate drawings of the eighteenth century and earlier.

There is, perhaps, a certain similarity among the mantling to the helms beneath the crests, but the supporting figures, which so often are badly drawn and fussily detailed, are in each case delightfully original and extraordinarily simple, without omitting one item of their often complicated detail. At least the only omission in this group is the cutlass, which should be on the left hip of the sailor in Viscount Nelson's coat-of-arms. It is a matter of some interest to compare the Rodney, Howe, and Nelson coats-of-arms with those appearing in reference works. The latter renderings are in no sense official.

A VERY beautiful rock-crystal intaglio plaquette, backed with ultramarine blue, and the hollows filled with gold leaf, has been given to the Victoria and Albert Museum by the executors of the late Mr. G. McNeil Rushforth.

These plaquettes are very rare, owing to their sight-destroying fineness of workmanship coupled with the technical difficulty of their production, and it is extremely unusual to find one outside the Vatican or other great national collections.

This particular example was originally picked up by the owner in an antique shop in the West of England. It is in perfect condition and has been attributed to the hand of Giovanni Bernardi, leader of a small group of artists in northern Italy, who worked in the early sixteenth century on these exquisitely fine rock-crystal plaquettes which were originally intended to decorate metal candlesticks and caskets, such as the famous Farnese and Medici caskets.

Apart from its value as a highly prized object of technical skill, the design is particularly lovely, and its detail exquisite. The hair and hands in each case are beautifully represented, the angel's wings and the basket in which the infant Jesus is reposing all show an incredible amount of detail for so minute a plaquette. The sweeping, revealing draperies on the figures show up to perfection in contrast to the building on the right and the stall on the left.

One shepherd with pipes, and the other with a lamb, the ox and the ass, and Joseph and the Virgin herself are all assuming attitudes and expressions of attention and profound interest.

Such minute detail on so tiny a surface, and with such a hard medium to work, speaks highly for the skill of the master's eye and hand.

THE CZECH ETON!

How the Bata Shoe Organisation has Established a College to Train Young Men of Peasant Stock for High Executive Positions in the Firm

STRANGE TRANSFORMATION: A feature of the famous Bata Shoe organisation at Zlin is the college that has been established on English public school lines and which has as its object the education of specially picked young men, most of them of peasant stock, so that ultimately they may take important executive positions in the firm. For several hours a day these young men work in the Bata factory (*left*), but the rest of the time is spent in their college where they exchange their overalls for full morning kit (*above*), attend classes and take part in organised games, living a life comparing in many ways with that at Eton or Harrow

CAUSE FOR PARENTAL PRIDE: A top-hatted young member of the Bata College at Zlin greeting his mother—a typical Czech peasant. The boy went to work in the Bata factory on leaving the ordinary state school and, having the good fortune to catch the eye of one of the "talent scouts," was offered the opportunity of going to the College where he could fit himself for an executive post

AN IMPORTANT ITEM IN THE CURRICULUM at the Bata College is the study of commercial photography in all its aspects, and here we see one of the boys engaged in posing objects for a picture. If he reveals a particular bent in this direction he will probably enter one of the Bata advertising departments

IN A WORLD APART: A scene in the grounds of the Bata College where the picked young factory workers are taught modern languages, advanced mathematics, and, what is just as important to the Bata organisation, social accomplishments to fit them to take a place in any community in any part of the world where they may chance to be sent. They are even taught to play polo. *On right*—Workmen leaving the Bata factory at the end of their shift. Ninety-nine per cent. of them return to their homes, but the lucky few, marked out for promotion, live in the Bata College

THE DANUBE'S PLACE in the E

A River, Rich in History and Scenic Beauty, Towards Which

A GREAT INLAND PORT: Pleasure boats on the Danube at Bratislava, the Czechoslovakian city to which Hungary has been laying claim on account of its large Hungarian population. The Danubian basin is right in the forefront of the news, for since the annexation of Austria the mighty river has presented unlimited po... Germany an... project Ge... 1945, and w... Reich the ...

THE ROMANTIC VIEWPOINT: A girl archer provides the foreground and a reach of the Danube the background for this picture taken in the region of Grein, one of the most beautiful parts of this great river in its course through the Austrian province of Germany. The Danube remains to tens of thousands of Europe's people an unequalled pleasure haunt

THE RIVER THAT EVOKED THE MOST TUNEFUL OF WALTZES is far from being blue, but its romantic beauty is such that none would cavil at poetic licence. With its lofty, tree- clad banks ... distance o... the Black ...

THROUGH THE ROCKY VALLEY OF THE WACHAU: A party of canoists on the famous reach between Melk and Krems, in the Austrian province, where the river flows between steep, tree-clad banks. It is a country of quiet, picturesque towns, ruined castles, vineyards, and forests. *On right*—Another scene in the Wachau district. In the middle distance are the ruins of Aggstein, a castle situated on a rocky bluff 1,000 ft. above the river

EUROPEAN SCHEME

n Germany Looks for a Commercial Outlet

ossibilities for trade between the industrial areas of an the undeveloped Balkan markets. To further this e many is building a canal which will be completed in w it link the Rhine with the Danube. This will save the costly necessity of shipping goods right round Europe

nd sweeping curves it flows through Austria for a ver 230 miles and nowhere else in its course from est to the Black Sea is its magic beauty more evident

THE WATERFRONT AT BUDAPEST: To the pleasure-loving Hungarian the Danube is one of nature's blessings, and at holiday time and on Sundays he promenades on the embankment just as the Londoner inevitably makes for Hyde Park. In view of the river's great economic importance to Germany it is easy to understand Herr Hitler's present cordial relations with Admiral Horthy, for the Reich, above all, seeks friendships and increased trade in the Danubian basin

BRATISLAVA'S BUSY PORT: Barges outside the Customs House on the left bank of the Danube. Bratislava, which Hungary has been claiming from Czechoslovakia, as noted above, first came into prominence during the Crusades in 1241; it bore the full brunt of the wars of 1271; it suffered along with the Bohemian towns after the battle of the White Mountain in 1620; it was razed to the ground by the Turks in their advance against Vienna in 1683; and lastly it was the scene of a bloody battle during the Austro-Prussian War in 1866. Its immediate future is fraught with dangers

A FAMOUS SPA FALLS INTO GERMAN HANDS: Herr Hitler inspecting a guard of honour during his visit to Carlsbad last week after the town had been occupied in accordance with the terms of the Munich agreement. Carlsbad has been renowned for its warm alkaline springs from the fourteenth century, and its loss is undoubtedly a serious blow

AMID THE GRANDEUR OF THE BOHEMIAN FOREST: Marienbad, another world-famed spa which has fallen into German hands and the loss of which also constitutes one of the many economic blows suffered by Czechoslovakia as a result of the settlement. *Below*—A view of the vast Skoda armament works near Pilsen. These still remain Czech property

CZECHOSLOVAKIA'S LOSS —GERMANY'S GAIN?

Some Economic Consequences of the Munich Settlement

"THE top of the tree is cut off, but the trunk remains. Let us descend to the roots. Sometime the tree will put forth new leaves." It was with these words that M. Benes bade farewell on resigning his office as Czechoslovakian President, and they were essentially the keynote of a speech that brought a message of hope in the midst of national despair at the republic's economic and territorial losses. In attempting to assess these losses it quickly becomes apparent that Czechoslovakia has forfeited some of her most productive regions such as Gablonz, where she produced the cheap glassware which Britain alone bought to the extent of £500,000 per annum.

HER FUTURE IN THE BALANCE: This woman, with her stiff, Dutch looking ruff, belongs to the essentially German area just to the south of Wischau, Czechoslovakia, a so-called language island, where in due course a plebiscite will be held to decide the future of the people

It must be borne in mind, though, that Czechoslovakia's loss is not inevitably Germany's gain, this point being brought out very clearly by an article in the *Financial Times* of October 5 in which it was declared :—

"Within the framework of the State to which they have hitherto belonged the assets that are now being handed over to Germany represented a very different value from that which they will have after their incorporation in the Greater Reich.

"An examination of these assets—no longer against the background of Czechoslovakia—reveals (to take one example) that the coal that was vital to Czechoslovakia is of no particular importance to Germany Her own supplies, both of pit coal and lignite, are more than ample.

"As far as china and china goods are concerned, Germany is one of the world's largest exporters, and the present addition does not greatly affect that position. The same applies to chemicals. In comparison with the huge German I.G. Farben concern, the chemical industry of Czechoslovakia was relatively unimportant. Its production could hardly amount to more than 10 per cent. of the German.

"The glassware industry around Gablonz has been almost entirely in Jewish hands. Moreover, its products—just as those of various other industries that have hitherto provided the Near East and the East with cheap goods of all kinds—can hardly hope to keep their markets in the present circumstances. A striking case is that of textiles The Germans have their own enormous textile works. Their difficulty in that respect has never been the addition of further plant, but the purchasing of raw materials. Yet all they now obtain are still more factories, without, however, the facilities hitherto enjoyed by the Czech textile industry in securing its cotton and its wool from abroad.

"The world-famous spas are likely to share the fate of the formerly Austrian resorts. These are now deserted by their international clientèle, and the Musical Festival at Salzburg this year was mainly patronised by imported German 'Strength through Joy' workmen. As a local wag said, the political motto 'one land, one people, one Führer' had to be augmented by the gloomy addition 'and one customer.'

"The fact is that the present addition of a vital slice of Czechoslovakia is in itself of little economic benefit to Germany. It is as if a millionaire took a sum of money from a man in modest circumstances. It would not make any difference to the millionaire, but it would ruin the other man."

Gone Native

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WHEN BRITAIN FOUGHT BY THE DANUBE

And Marlborough Put Down the Arrogant Ambition of Louis XIV at the Battle of Blenheim

"NOW tell us all about the war, and what they fought each other for," was the intelligent request of little Wilhelmine in Southey's ironical and passivist poem "The Battle of Blenheim." The little girl's desire for information quite stumped old Kaspar sitting at his cottage door after the day's work was done. He could only repeat what he had heard.

"It was the English," Kaspar cried, "who put the French to rout;
But what they fought each other for, I could not well make out;
But everybody said," quoth he,
"That 'twas a famous victory."

And for once *everybody* was right—for Blenheim broke the long supremacy of France, under Louis XIV, whose victorious armies had fed his desire for adding more and more territory to France. No one had been able to resist the well-disciplined and ably led soldiers of the Grand Monarque. Germany was enfeebled by the agony of the thirty years war, the Empire was not a foe to be feared, and only Holland had defied him. The reason for the war, which made Marlborough's great reputation, is quite understandable, for all wars have reasons, though some of them are ignoble. The causes are often the desire of some ambitious ruler to gain further conquests; or the incompatibility of neighbours; and occasionally noble indignation at injustice.

The war about which little Wilhelmine was so interested was the war of the Spanish succession. England had become involved in the war, though it began about the claimants to the throne of Spain, whose childless king, Charles II, was dying. The three claimants were Louis XIV of France, the Emperor Leopold (both of whom had married relatives of the dying king, renouncing all claim to the throne at the time), and Leopold's grandson, the Elector of Bavaria. Both Louis and Leopold realised that neither of them could hope to succeed to the throne of Spain themselves, and so relinquished their claims in favour of the younger generation—in the case of Louis XIV, of his grandson, Philip, Duke of Anjou, and in Leopold's case, of his second son, the Archduke Charles.

Now Louis had just made peace with William of Orange after many years of war, and had acknowledged him as King of England, renouncing James II, then his guest in France. He was tired of war and in consequence ready to agree with King William concerning Spanish affairs. A partition treaty was arranged by which the Bavarian prince was to become King of Spain, and France and Austria to share the Spanish possessions in Italy. But unfortunately the Bavarian prince died (of smallpox) before the King of Spain and fresh arrangements had to be made. Louis agreed that the Archduke Charles should succeed to the throne of Spain and he himself acquire Naples, Sicily and Milan. When Charles II of Spain eventually died in 1700, it was found that he had left, by will, his territory to Philip of Anjou, at which Louis XIV forgot his treaty promise and accepted the throne of Spain for his grandson.

All might have gone well for France and no war of the Spanish succession have eventuated if Louis could have restrained his ambition. William III had become unpopular in England, where his new subjects hated his European wars, and he could offer no resistance to his lifelong foe. But with King Louis it seemed, as one historian writes, "that success engendered an insolence which seems almost like madness." He enraged the Dutch by putting French garrisons into the Spanish Netherlands (Belgium) as if the land had become his own, and he made England rise in arms when, at the death of James II at St. Germains, he acknowledged his son as the rightful King of England.

William III was happy again—he could once more oppose the insatiable ambition of Louis. Just, however, as he was busily reviving the Grand Alliance he died, from the result of a slight accident. He is reported to have said "Now that this great new prospect is opening before me I do wish to stay here a little longer."

The Grand Alliance consisted of the Emperor Leopold; the Elector of Brandenburg; the Elector Palatine; Louis, Prince of Baden, Holland, and England—an imposing array, but lacking strength from divided authority. France, on the other hand, was ruled by one man, and had an army always ready for war, and hitherto invariably victorious. What was unforeseen by Louis was the extraordinary military genius of the English soldier, John Churchill, Duke of Marlborough, who was made Commander-in-Chief of the British and Dutch armies.

Marlborough had a difficult task in managing his allied troops. The Dutch civilian deputies with the army constantly interfered with his plans, but by his charm and patience he gradually won the confidence of the Dutch people and his soldiers would follow him anywhere. His first two campaigns were occupied in clearing the French from the Dutch frontier and then came the eventful year—1704—and the Battle of Blenheim, which placed Marlborough on the highest rung of military achievement.

Blenheim remains a masterpiece of genius, of audacious courage, and calm mastery of detail. Marlborough marched his red-coated army from the Dutch borders, along the Rhine, and right into Austria, far away from reinforcements, and with the French waiting to attack him all the way. He was bent upon getting between the French and Vienna, the objective of King Louis's campaign, where it had been decided peace should be dictated. Marlborough somehow gathered this intention and without letting his Dutch allies know his plans till well on the way, he had made the great determination to lie across the path to Vienna.

The French armies in the Spanish Netherlands and along the French frontier expected him to attack at various places, but while they waited for him he was marching steadily into Germany with an army, cheerful and well-fed, and re-shod, and welcomed everywhere owing to the prompt payment for everything supplied Prince Eugene of Savoy, who had already gained a high reputation fighting for the Emperor against the Turks, met Marlborough in Wurtemburg. It was the first meeting of two great soldiers, who at once became friends, founding a friendship which never failed, and was unmarred by jealousy or suspicion.

Marlborough wanted to keep Eugene with him, but was obliged to send him to guard the Rhine and hinder the French, while he and Prince Louis of Baden marched for the Danube. Prince Louis considered his superior rank should involve the high command and only compromised on taking alternate days with Marlborough, a desperate device. He and Marlborough set off with the main army for Bavaria, whose elector had joined the French. They found the Bavarian army posted on Schellenberg hill near Donauwörth, a very strong position.

The allied army was weary, but Marlborough attacked, knowing that Prince Louis would be commanding the next day. Again and again his men were repulsed, but Prince Louis, who was brave enough in active warfare, led his troops up an unprotected slope, while Marlborough made yet another assault. The Bavarians gave way and fled down the hill, over the level ground to the bridge of

(Continued on page 110)

WOMEN OF DANUBIA

These two Slovakian girls in national costume were pictured at a fair in Bratislava, the old Hungarian capital which Hungary has been claiming from Czechoslovakia. They have bare legs instead of the traditional black stockings usually worn by the peasant folk of this region; a departure of some significance among a sternly moral people

THE MAGYAR TOUCH

Hungarian coachmen in their picturesque livery that serves as a reminder of Hungary's more spacious days. They are employed at the State stud where the sons of peasant folk who fell in 1914-18 are taught riding, driving and stable management

"ALEXANDER'S RAGTIME BAND": A scene from the 20th Century-Fox film which was recently presented at the Regal and contains no fewer than thirty of the great song and dance hits created by Irving Berlin in the past quarter of a century. *Above*—A U.S. entertainment party is seen leaving the stage direct for the front

A BEST-SELLER COMES TO THE STAGE: The head boy gives Mr. Chips (Leslie Banks) the usual monstrous presentation clock as the beloved master is about to leave Brookfield School and retire. A scene from *Good-bye, Mr. Chips*, the popular story by James Hilton, which has been dramatised and is now running at the Shaftesbury Theatre

On left—
ACCLAIMED IN PARIS: Raimu and Pierre Blanchard in *The Strange Monsieur Victor* which was presented at the Curzon last week. The film has proved one of the big hits of the year in Paris, having just concluded a run of eighteen weeks there

DRAMA:

BETWEEN whimsicality and imbecility no great gulf is set. Indeed, they can even coalesce, as they do at the Haymarket just now, with imbecility uppermost in the mixture. *On Borrowed Time* is described as a comedy by Paul Osborn, dramatised from the book by Lawrence E. Watkin, and adapted for the English stage by Ian Hay, and most of it is founded on borrowed ideas. It is part sentimental, part fantastic, and part just sheer bad taste. In the form in which it was presented in New York, where it was an immense success and where I first saw it, the play was far cruder, and Ian Hay has certainly brought his skill and common sense to bear with useful effect. But I still think it a vastly silly business, when it is not worse than silly, and it is tantalising to think that Ian Hay could probably have written one of his own admirable plays in the time he chose to spend messing about with this one.

There is a Barrie-ish atmosphere in spite of the fact that the play fails to achieve what Barrie always achieved—telling effects—whether one likes his work or no. *Mary Rose*, at this same theatre, was whimsy-whamsy to the *n*th degree and told an impossible yarn in Barrie's accepted pseudo-fantastic style. Notwithstanding, strong men piped their eyes at *Mary Rose* and will probably always do so; helped along by the late Norman O'Neill's exquisite incidental music, it was indeed a pretty thing, and a very pretty thing. *On Borrowed Time*, which has nothing to do with either Professor Dunne or Mr. H. G. Wells, is just Barrie-and-soda, with a deuce of a lot of soda. Other than musically, for incidental music is not stressed, it has received as careful a treatment as *Mary Rose*; Miss Auriol Lee has produced it quite perfectly, there is some charming scenery and lighting, and no weak spot in the cast. Yet I found nearly all of it either distasteful or just tedious, and sometimes both.

Intense affection between an old man and his grandchild has been familiar fare ever since Little Nell. In this case the grandchild—a little boy known as "Pud"—is so fond of the bluff, hard-swearing old sea-captain, Captain Andy Quilliam (alias "Gramps"), that he imitates him and uses his naughty words. These are not in themselves naughty enough to offend the august traditions of the Theatre Royal, Haymarket, but if they did not leave a nasty taste in the mouth of the boy who uttered them, they did in mine. Then that same boy talked light-heartedly about people in their coffins and had to be funny about a part of the burial service, at which a few people in the audience laughed. Strange. But, then, Death is throughout treated with an easy familiarity which may seem a beautiful allegory to some folk but is a pain in the neck to me. Death takes on the form of a well-tailored young man with a polite and well-bred voice who, instead of being a B.B.C. announcer, a job for which he had obviously been created, has to announce to the aged or the ailing that they must "come along o' me."

Old Granny Quilliam went quietly. But "Gramps" was stubborn because he did not want to leave "Pud" behind. That was the sign for the lunacy to start. "Gramps" told Death, whose name in the play is Mr. Brink (subtle touch), to climb up a tree and remain there. Why Death had to obey and how "Gramps" was able to keep him there for as long as he wished, we were not told; I fancy the author himself was up a tree at this point.

So long as Death remained in that tree no living thing on the earth could die, so "Gramps" said, and "proved" his point by telling his doctor to soak a fly in deadly poison and then to watch it buzzing about as merrily as I had been doing up to eight o'clock that evening. He also shot a man through the stomach and the man was soon walking about as if nothing had happened. If the fly had been stamped flat by the whole strength of the London police and if the man had been guillotined and had his head thrown from London Bridge I suppose both would still have lived happily ever after, or, at least, until "Gramps" allowed Death to come off his perch. "Gramps" only allowed this when the author made poor little "Pud" fall and injure himself terribly. So he had to use Death to put the lad out of his agony. Thus grandfather and grandson went hand-in-hand, with a Beautiful Golden Light shining upon them, into the Infinite Beyond, and brought to an end a lot of infinite nonsense.

Mr. Frederick Leister, who can range easily from the Emperor Franz' Josef to an English headmaster, could not achieve the impossible and make the old captain credible, but he did put up a tender natural performance in that welter of unnatural happenings. Master Geoffrey Atkins as "Pud" pulled his weight in the boat in promising fashion. It is my usual practice to rejoice when Death lays its hand on any child-actor, but when this one broke his back I was genuinely sorry, such sorrow being lightened considerably by the thought that the play was at last drawing to its close.

"An Elephant in Arcady."—Les Farjeons—Miss Eleanor and Mr. Herbert—have a nice taste in fantasy and a proper enthusiasm for periods which neither of them can remember. *The Two Bouquets* brought them several, and *An Elephant in Arcady*, at the Kingsway Theatre, will bring many more, among them herewith a large and sweet-smelling one from me, with another equally large to Mr. Ernest Irving, who has compiled and arranged the music.

Music is a vitally important part of this operetta, burletta, melodic-comedy, classical extravaganza or eighteenth-century revue—if, indeed, a label can be found at all, for I have never seen anything quite like it—and a major and important part of the music is that of Mozart. That is because Mozart is the chief musical representative of the period chosen and also because Mr. Irving bows his silver head in the dust in ecstatic reverence before Mozart's genius,

Borrowed Ideas in "On Borrowed Time"—A Play of Sentiment, Fantasy, and Bad Taste: "An Elephant in Arcady" Earns Bouquets for the Farjeons

By PHILIP PAGE

which, of course, he has every right to do and plenty of reason in addition.

Indeed, the whole piece is somewhat redolent of *Figaro*, and it would be redolent also of *Patience* if some experiment with time could have allowed Gilbert to collaborate with Mozart instead of with Sullivan. For such slight plot as there is shows fun being poked at a cult—that return to Arcadian simplicity, to a pseudo-Arcadia and a sophisticated simplicity, much indulged in during the later seventeen hundreds by such as could afford it. Marie Antoinette, it will be remembered, played at being a shepherdess at her Petit Trianon.

In this play some imaginary Italians do it, but with a happier ending. One, Count Pomposo, keeps a menagerie and buys an elephant for it. We do not see, hear, or even smell the elephant, which, considering the small size of the Kingsway Theatre, is advisable. The portly and rubicund count, a sort of elephant-loving Castlerosse, has a pretty daughter who falls in love with the elephant's mahout, who is not really a mahout but a rich nobleman in dusky disguise. He has a rival in Ortensio, the local Bunthorne, who is to the fore in all these Theocritean idylls and is surrounded by adoring members of the Arcadian academy.

Much of the libretto is on the academic side, moves slowly, and might have been written by a clever don with a sense of the classics, a sense of humour, but not much sense of the stage. Yet the main, and, I think, the only fault of this delicious entertainment is the easily remediable one of excessive length. On the first night it was at least three-quarters of an hour too long; the necessary excisions (it is to be hoped only in the matter of dialogue) have, I gather, now been made. So exquisite is the music that I would not forgo one bar of it.

Mr. Irving has made his selection with discretion and the necessary dovetailing and rearrangement with skill and even more discretion His small orchestra play immaculately, which is not to be wondered at seeing that it contains names so famous in the musical world as Melsa (leading violin), Charles Draper (clarionet), a Whitaker, a Whittaker, and a brace of Borsdorfs. Apart from the Mozart we have several arias by Scarlatti, Pergolesi, Paisiello, Sarti and Durante—not "Schnozzle," but Francesco (1684–1755). And if, alas, there is no Handel, there is some Bononcini—not the hall-marked silver, but sound Sheffield plate.

Mr. Frederick Ranalow has the right touch and poise; Miss Irene Eisinger is one of the greatest singers of Mozart, as the Glyndebournites well know, and a dainty little actress; Mr. Harvey Braban and Mr. Scott Russell have the best traditions of the Lyric, Hammersmith, if, in this play, not much else; Mr. Eric Starling is a good tenor, and Mr. Geoffrey Dunn is a good tenor and a good comedian too; Mr. George Home contributes amusingly acid remarks from time to time.

An Elephant in Arcady need not be ashamed of an intellectual and aesthetic appeal, particularly since there is also plenty of fun in it. It should attract all music-lovers, particularly the Covent Garden, Glyndebourne, and "Proms" enthusiasts, as well as all those who when the curtain rises do not recoil in bored horror from anything that is not nit-wittery. And such are more numerous than certain mahouts of the theatrical profession realise.

"The White Guard."—Some few years ago I saw a special performance of Bulgakov's play *The White Guard*, or *The Days of the Turbins*, but it left, I confess, no lasting impression. Out of those adventures of a couple of members of the Turbin family and some others, Mr. Rodney Ackland has engineered something of much value which gives superb acting opportunities to a company of clever players now permanently—such is the plan—engaged at the Phoenix Theatre. The Phoenix is ideal for housing a permanent policy because, for one thing, it is about the only modern theatre in London which looks like a theatre and not like a cross between a church and a cocktail bar.

That policy is not, for the present at any rate, concerning itself with home products, since the next plays down for production are *The Cherry Orchard*, *Uncle Vanya*, *The Wild Duck* and *Le Bourgeois Gentilhomme*; but everything is certainly being done decently and in order, and when the curtain fell after the first performance of *The White Guard* M. Michel Saint-Denis, in a speech marked by enthusiasm rather than modesty, held out high hopes.

Here is a play remarkable for many points, the chief of them being that although the author is a Bolshevik he presents White Russians as reasonable and even as likeable human beings. One is not, therefore, surprised to learn that the Soviet Censor decided that the play showed too much sympathy with the old regime and banned it as being politically dangerous; for every play in Soviet Russia must be heavy with Communistic propaganda if its author wishes to save himself from "purging."

These "White" officers, left to their fate and to the oncoming Bolshevist troops, are allowed to show gallantry and even charm. The rambling story in which not much happens except talk, though in Act 2 there are explosions and machine-gun fire, is never tedious and has some shafts of wit to illumine the typical Russian gloom. The performances of Mr. Michael Redgrave, Mr. Glen Byam Shaw, Mr. Marius Goring, Mr. George Devine and, above all, Miss Peggy Ashcroft (the only woman in a large cast) are quite flawless.

THE LONDON CASINO: Denas and Dubins give a first-rate dance act in Clifford C. Fischer's *Folies Superbes*, a lively show, full of music, action, and colour. The London Casino is expecting a bumper winter season, for since its inception its clientele has grown steadily by reason of the combination of good fare and light entertainment

HIGHLIGHTS AT THE LONDON PALLADIUM: The "white" fur dance number and *(on right)* Fanica Luca, the pipes of pan player, are two of the big attractions in *These Foolish Things*, George Black's new variety show which also includes the crazy gang, Messrs. Nervo, Knox, Flanagan, Allen, Naughton and Gold

SHOWS TO SEE.—**Shakespeare in Modern Dress:** "Troilus and Cressida."—Westminster. **Matriarchal:** Marie Tempest and John Gielgud in "Dear Octopus" by Dodie Smith—Queen's. **Welsh Background:** "She Too Was Young."—Wyndham's. **Music and Madness:** Leslie Henson in "Running Riot."—Gaiety.

THE WORLD OF BOOKS

"UNFORGOTTEN YEARS": A LITERARY ANOMALY

Pearsall Smith's Autobiography in Essay Form: When the American Reporter Writes a Book

By VERNON FANE

MR. LOGAN PEARSALL SMITH begins his autobiography, UNFORGOTTEN YEARS (Constable. 10s.), by saying that it was written during a cruise in the Aegean on Mrs. Wharton's yacht. "My hostess is, I believe, writing hers in the state-room above: I think I shall follow her example." It is a literary excuse: the essayist's peg. The author of *Trivia* does not convince me that he is a dasher-off of delightful prose between those bells they ring on ships, when it is well known that time travels five times as fast on sea as it does on shore, and that there are never enough days on any cruise.

Yet one who can put down all we need to know of his three score years and ten in the compass of 200-odd pages (making extra weight with two essays on *Hunting for Manuscripts* and *Expatriates*) may be spared too close an analysis of the peg to which he hangs his reminiscences, pendulously, in essay form. Mirrored in that form, the years which sprawled from New Jersey to Philadelphia, from Harvard to Oxford, from Whitman to Jowett, from Balliol to Paris, from Whistler to Henry James, from Paris to a Sussex farmhouse, where one could live comfortably on three hundred a year, are moulded fastidiously and completely.

"He that has once studiously formed a style," said Dr. Johnson, "rarely writes afterwards with complete ease." No living writer is quite so consciously a stylist as Mr. Pearsall Smith, and it is a style the author has deliberately attuned to the mood of drowsy noons and evenings steeped in honeyed indolence. Yet in spite of the polish, of the determination to sublimate everything exterior to the contemplative life, the busy voice of common sense will constantly creep in, as well as "a slight touch of friendly malice and amusement towards those we love." The hard, gem-like flame is there, but not the ecstasy of the exquisite passion. Mr. Pearsall Smith can no more curb his horse-sense than could Dr. Johnson who, the Lord knows, was no exquisite.

So is this slim volume added to the slender output, to be read and re-read by generations who cannot fail to be freshly delighted by this literary anomaly.

Although the juxtaposition is accidental, or perhaps because it is, my next book engenders reflections on how far the technique of writing has travelled since Mr. Pearsall Smith began to model his work on classic lines. Mr. John dos Passos is also an American, but in the twenty-odd years of his writing life he has subjected the art of the novel to strange and revolutionary processes. It was he who first effectively used what in the cinema world they call flash-backs. It was he who dared to adorn his tale with the explosive force of newspaper headlines.

From the reportorial staffs of American newspapers have sprung many such innovators, most of them without significance, though some have achieved a wide popularity. The school of Hemingway has produced a few moderate successes; none has succeeded in following the more difficult path set by dos Passos in *The 42nd Parallel*. For though Mr. dos Passos has taken what he wanted from the reporter's and sub-editor's technique he has always been, unassailably, a man of letters.

Whatever experiments he has essayed in the technique of the novel, Mr. dos Passos has always been true to the art of writing, and his work bears the stamp of a cultured mind.

The trouble spots of the world since 1918 have been the happy hunting ground of many with just that gift for vivid and colourful description that has made them successful reporters. In brilliant journalese they have written books, bringing them fame and fortune. It now transpires that Mr. dos Passos has made a few journeys himself, though I doubt that what he sets down in his latest book will enhance his reputation or earn him a large amount.

For it is not personal, it tells us little or nothing about himself; it throws no spotlights on dramatic events, reveals no "inside history," nor does it abound in world-famous names. It is simply a series of impressions taken seemingly at haphazard as he went along, by a traveller with the desire to look below the surface of what he found.

JOURNEYS BETWEEN WARS (Constable. 12s. 6d.) is a title with a grim sound in these days. Those journeys have taken Mr. dos Passos as far as Russia, the Balkans, the Near East, Mexico, and Spain. Each of them he records in a series of impressions gathered from the people most concerned with the conditions he found. Ordinary folk, most of them, but fitting into a pattern of more than ordinary significance. Under these sensitive probings the tragedy of Spain (in which country the author, naturally, has a special interest) is revealed in a light almost unbearably poignant; but that is but one part of a book which is rich in the stuff of life in many lands.

When, at the age of twenty, Signor Daniele Varé was hesitating between the careers of music and diplomacy, he asked an older man, a worldly wise general, what the moral might be for "a young man who is thinking of becoming a diplomat?" "This is the moral," said the general. "Even after you have donned your livery, do not forget to laugh. Laugh at success and laugh at failure. Laugh at the way the world is governed. Laugh at others and, above all, laugh at yourself."

Now, nearly forty years later, Signor Varé has written his autobiography and has called it, with how much reason the reader may judge for himself, THE LAUGHING DIPLOMAT (John Murray. 16s.) It was good advice that the general gave the young man at the Berlin dinner table, and, unlike so much good advice, it was taken. Music was abandoned as a serious career and the young Italian started the months of study for the work which was to be his life-long choice.

He started, as is the way in that service, quietly enough. "I often wondered," he writes, "during the first months of my work in the Chancery at Vienna, why aspirants to the diplomatic service should have to pass a stiff competitive examination in political economy, history, law and languages, when the tasks that were set them during the first years of their service were such that any flapper with some familiarity with the typewriter might have executed with the necessary efficiency."

Vienna, which he knew both before and after the war, in its pride and in its distress, was one of Signor Varé's lasting loves, and at the other end of the world, Peiping, where he was for many years *en poste*. He knew Geneva when the League of Nations seemed to embody a dazzling hope for world understanding, and San Remo during the peace conference, when journalists appeared out of nowhere, "dropping from the skies like vultures round a dying camel on the road to Samarkand."

His anecdotes are many, almost too many to appreciate at one reading, but they are told with liveliness, humour, and a nonchalant disregard for famous names that is refreshing and unmalicious. There seems to be no doubt that Signor Varé prefers dogs to politicians, but he has the adroitness to imply that this is only because of the very exceptional characters of the dogs he has been lucky enough to meet! Altogether a very pleasant book, and one without a bitter line.

The story of the adventures of Charles II after the battle of Worcester is surely heaven-sent to the historical novelist. Not only is there the romantic personality of Charles himself, but there is all the atmosphere of a fugitive king, of a country divided into two bitter factions, picturesquely Royalists and Roundheads.

In ROYAL ESCAPE (Heinemann. 8s. 6d.) Miss Gorgette Heyer opens her story with an impressive description of Charles before Worcester. He was reluctant to believe Lesley that the Scottish troopers would not charge. He rode up and down their sullen ranks exhorting, cajoling, trying to stir them to a loyalty which they could and did refuse. There could be no other end to the battle, and Charles was forced to fly. From then on the story becomes one of wanderings, disguises, hidings in priest holes, in the famous Boscobel oak, in stately mansions, and in peasant dwellings. Eventually he arrived at Bristol, dressed as a servant, with Jane Lane riding pillion behind him.

At Bristol he was to fail to find a ship. At Charmouth and at Southampton he had no better luck. What good fortune attended him was in the shape of those devoted followers who risked everything, including their lives, to further his escape. More than once he missed capture by a hair's breadth; and indeed it was the opinion of some good Royalists that it was by nothing more than a miracle that he at last found the ship that was to take him abroad.

Such a story is naturally packed with adventure, and adventure of a sort which Miss Heyer can handle with a practised hand, and at the same time sacrifice nothing of historical accuracy. In the character of Jane Lane she has created — but perhaps "created" is the wrong word—she has unearthed an attractive heroine who can preserve her simple integrity in the difficult position in which she found herself. For Charles, however disguised, was always without exception the gay and gallant cavalier king.

Miss Heyer's greatest achievement in this historical romance is not only the maintenance and easy continuity of what is essentially an episodic story, but an extremely attractive and arresting portrait of Charles himself. Charles's weaknesses come easily to any pen, but it required a deeper insight into character to reveal his qualities—qualities which of recent times are coming more and more to be realised—and at the same time present his human side, as the author has done.

Royal Escape should add to Miss Heyer's already considerable reputation as an historical novelist.

THE MODERNISATION OF THE "WARWICK CASTLE": The 20,000-ton Union-Castle liner as she now appears following extensive alterations including the substitution of one streamlined funnel for the two with which she was originally equipped

The Union-Castle's Repowering Programme

With the finish of the alterations to the 20,000-ton liner *Warwick Castle*, the Union-Castle Line's remarkable repowering programme is now rapidly nearing completion. The vessel—the fourth to be re-engined—has had new and more powerful Diesel machinery installed to give her the increased speed necessary to maintain the accelerated schedule between this country and South Africa. The external appearance of the ship has been altered by the removal of the two squat funnels with which she was originally equipped and the substitution of one of a single low streamlined type, similar to that on the later mail vessels of the Company, giving her a modern and well-balanced appearance. The opportunity has also been taken to make several improvements in the passenger accommodation such as the installation of a sprinkler fire-extinguishing system throughout the accommodation and the extension of running hot water facilities to all the second and tourist class cabins. The vessel has also now been equipped with a complete broadcast, gramophone and band-repeater system, which includes twenty loud-speakers. The *Winchester Castle*, the last of the mail ships to be re-engined, is at present undergoing similar alterations at Messrs. Harland and Wolff's Belfast yard, and is due to rejoin the mail service in January.

WHEN BRITAIN FOUGHT BY THE DANUBE

(Continued from page 107)

boats over the Danube. The bridge broke under the strain, many were drowned, and a complete route followed. "It is very plain that if Her Majesty's troops had not been here," wrote Marlborough, "the Elector of Bavaria had now been in Vienna."

Marshal Tallard with a well-equipped army had been advancing to join the Elector of Bavaria, who had now retreated into his own territory, thinking about his personal property. Prince Eugene had failed to stop Tallard, and so had decided to join Marlborough, marching just north of Tallard's army. He and Marlborough decided that Tallard must be met and conquered, or the power of France would remain paramount. Prince Louis of Baden, who had become a hindrance through his intense jealousy, was persuaded to undertake the task of besieging Ingolstadt, an important town on the Danube.

The two armies came in touch on August 12, facing one another across the tiny River Nebel, running in swampy ground, into the Danube. The village of Blenheim lay on the Danube, and was strongly held by a large body of French troops. Marlborough commanded the centre of the allied forces, and succeeded in crossing the marshy land without serious opposition, and once across and his cavalry ready, he gave the order for advance. The cavalry charge bore down on the French, who turned and fled—"The bulk of our cavalry did ill, I say it, very ill" was Tallard's own comment. Meanwhile the French lay massed in unwieldy numbers in Blenheim between the English and the Danube in a tactically bad position. This force should have attempted to cut their way through the English, but they were feebly commanded and finally surrendered. Marshal Tallard was captured.

Marlborough in the historic pencilled note to Sarah, his Duchess, wrote, "I have no time to say more, but to beg you will give my duty to the Queen, and let her know her army has had a glorious victory. M. Tallard and two other generals are in my coach and I am following the rest."

The numbers of the opposing armies had been fairly equal—the losses of the allies were about 12,000, while those of the French were about 40,000, a large proportion of the latter resulting during the panic of the retreat.

The victory of Blenheim had the result for which William of Orange had striven throughout his life — it broke the arrogant ambition of Louis XIV, for a time the morale of the French armies was shattered, and the overmastery of France in Europe was not regained till Napoleon had arisen out of the bloodstained fragments of the French Revolution. The name of "Malbrook" for long brought consternation to the French soldier.

THE SHAFTESBURY HOMES AND "ARETHUSA" TRAINING SHIP

The recent Crisis has meant a very great increase in the expenses and a loss in Income to the above Society. No cause is more worthy than that of caring for young children and in days of National thanksgiving a special appeal is being made to the readers of THE SPHERE to send donations, large or small, to the Headquarters of the Society at 164, Shaftesbury Avenue, London, W.C.2. Donations and legacies are urgently needed to help carry on this great work of maintaining and training 1,200 poor boys and girls to become worthy citizens of our great Empire.

FASHION CODE *for* WOMEN MOTORISTS

OCELOT SWAGGERS for sports wear, boldly marked, and extremely hard wearing. Loose seven-eighths-length coats are this year's favourites

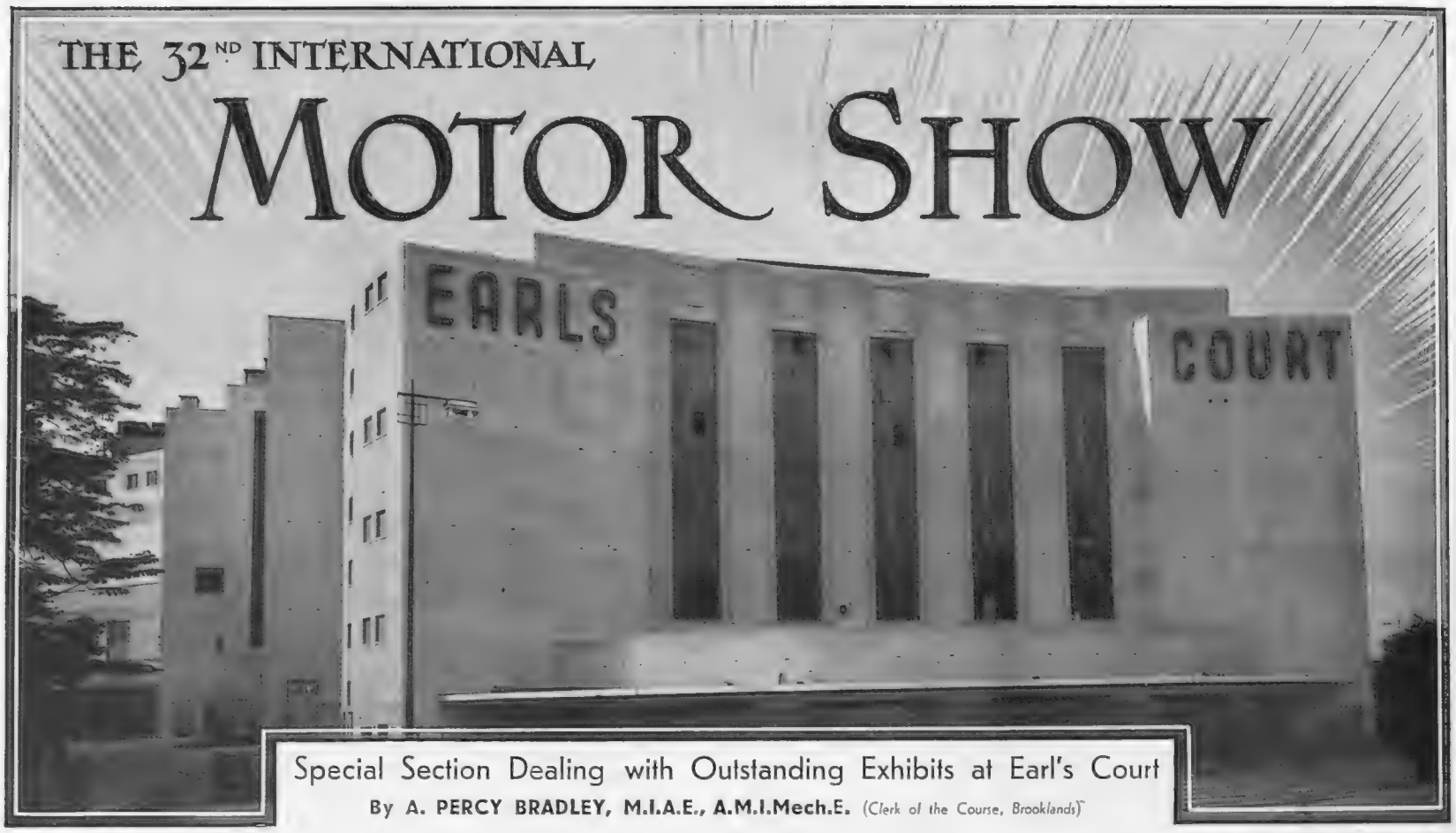
NEW LIGHTNESS in loose jackets of lamb and beaver. The one above is of grey Indian lamb, which can be dyed black or brown, and is both smart and comfortable for travelling in cars. The coat on the left is of beaver, closely sheared in a new way so that it is light, supple and lustrous. These three coats from the National Fur Company, Brompton Road, S.W.

MINIATURE CASE with erinoid and chromium fittings, in green, blue, red or brown. The case itself is morocco, and the price is £4 17s. 6d. Full-size case, £7 10s.

TRAVEL BAGS have grown decorative. This one is in off-white calf with brown bands. It costs 3 guineas, and with the other bags comes from Mappin and Webb, of London.

CAPACIOUS CHIC in two outstanding bags, the first of London tan suede with a gilt fastening; and the second of navy blue calf with patent thongs and gilt bordered clasps.

THE 32ND INTERNATIONAL MOTOR SHOW



Special Section Dealing with Outstanding Exhibits at Earl's Court

By A. PERCY BRADLEY, M.I.A.E., A.M.I.Mech.E. (Clerk of the Course, Brooklands)

A FEW weeks ago there were grave doubts if the annual Motor Show would be held or not, but happily the war clouds drifted away just in time to allow everybody to complete their preparations and present once again the world's greatest Motor Exhibition at Earl's Court. There is no doubt whatever that the Earl's Court Show is by far the most representative of any exhibition held in the world. If the international situation had not become better and if, in spite of war threatening, the Exhibition had been staged, it would, I think, have been a very dismal gathering. Business done would have been practically negligible, but now that the affairs of the world are in a happier mood I am convinced that the public will go to Earl's Court with the object of selecting new cars to replace their present vehicles.

Speaking from my own personal experience, when war seemed imminent I refrained from placing orders for various household and outdoor requirements, but the moment that peace was assured my orders were duly dispatched. The community at large must have acted in just the same way and that is the reason why I consider that the present Exhibition at Earl's Court will be productive of satisfactory business for the motor trade.

If I were asked what was the keynote of the present Show I would answer economy. Most of the well-known British manufacturers have been studying economy, so far as it concerns the running of their smaller models, for quite a considerable time. Obviously, the visitor to the Show cannot see any definite evidence on the stands that any particular car will cover 45 miles or more to the gallon of petrol, but a casual glance at the catalogues should certainly convince any doubter that tremendous strides have been made in cutting down the petrol bill. Claims, of course, are easy to make but in many cases actual guarantees are put forward or unbiased evidence is produced. Even before this great quest for economy started, the average British car was definitely more economical than its foreign competitors, but now that research in this sphere has been so successful the superiority of British cars in this respect is more pronounced than ever.

At the last Show, independent front-wheel suspension was very much in evidence and on this occasion visitors to the Show are bound to notice that still more cars are fitted with this type of springing. At the same time it should be noted that no maker who had adopted independent front-wheel suspension has gone back to the old design. This development is to be noticed on some of the smallest and cheapest cars as well as on some of the super luxury class.

There is scarcely a car in the Show which is fitted with a radiator without an ornamental grille in front. This tendency has certainly assisted designers in tidying up the front of the car but it has the disadvantage of making all cars very much more alike when seen head-on on the road than ever before. I notice on going round the stands that one or two makers have made bold efforts to produce an outstanding design for this front radiator grille. All credit to them for trying to be distinctive.

For the first time the manufacturers of car radio are permitted to display their wares. It is not the first time, however, that car radio has been fitted to a car on a Motor Show stand, but the Society of Motor Manufacturers and Traders will certainly be thanked by the motoring public for giving permission for these special wireless sets to be exhibited. Unfortunately, no manufacturer in this country has yet made a wireless set a standard production on any of his cars, but I venture to think that before the 1939 Motor Show comes round one or more of our more progressive makers will have done so.

In addition to the various stands on which the manufacturers are displaying the 1939 model cars a large section of the Exhibition is devoted, as usual, to the coachbuilding trade. On these stands the British coachbuilder is staging what are probably the finest specimens of coachbuilt bodies in the world. The British coachbuilder has really let himself go on this occasion, and I would advise every visitor to make a careful study of the wonderful bodies on view in this section. It is not only the outside shape and finish that should be looked at but the interior and the fittings to be seen there.

I am glad to say that once again we are able to see at the Motor Exhibition a very fine collection of motor cruisers. Motoring on the water has become amazingly popular during the past two or three years, and unless the political horizon becomes obscured in 1939 there is no question that a great number of new recruits to motor boating will be enrolled. The average motorist, particularly if he will take the trouble to inspect the boat exhibits, is amazed at the size of cruiser which he can purchase for about £500. When it is remembered that the price usually includes almost everything that is required, the value for money becomes even more remarkable. Motor boating is a comparatively inexpensive pastime, provided, of course, that nothing too large is purchased. One more point I would like to emphasise in connection with motor cruisers is that the depreciation is infinitesimal as compared with that usually associated with cars.

THROUGH THE LODGE GATE: The main Norwich–Mundesley road passes through this lodge gate which at one time was part of a large estate at Westwick

Caravans, too, have been seen on the road in greater numbers this year than ever before. As the popularity of these travelling homes has increased so the makers have made more and more improvements. The modern caravan as seen at Earl's Court is really an amazing structure. Designers have put in a tremendous amount of time in producing a caravan that is strong but at the same time light. The ingenuity shown in some of the fittings and the decoration of the interior is amazing. Even if it is not intended to buy a caravan an inspection of the exhibits in this section will not mean wasted time. Motorists who have not owned or used a motor caravan will be more than interested to see what they are really like.

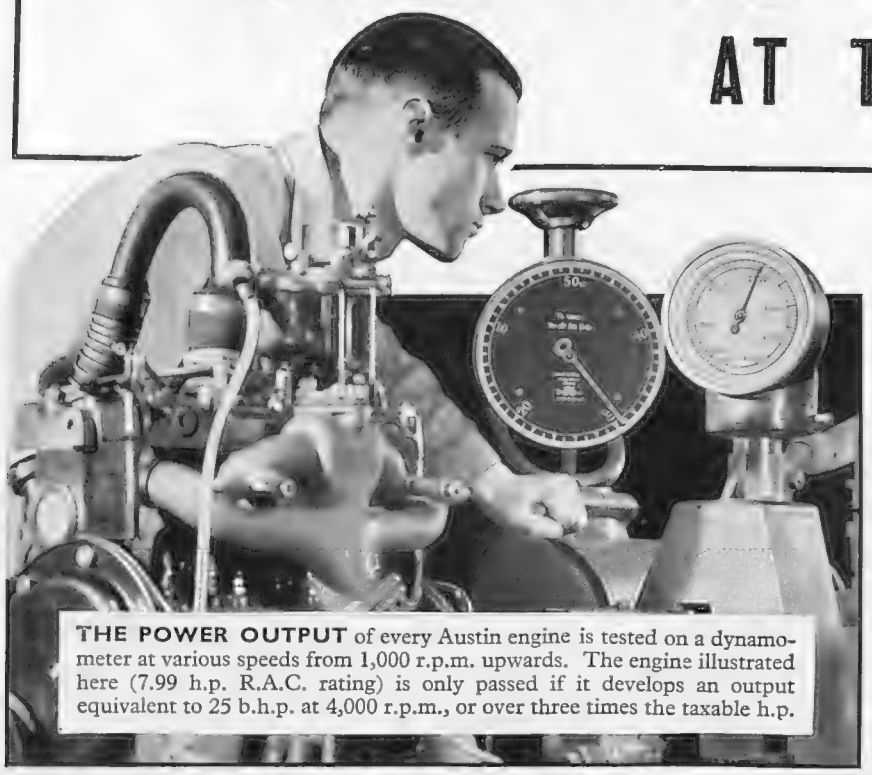
The Exhibition as usual includes many other sections, and as the visitor will find out before he has been in the building very long there is a tremendous amount to see. To wander round any Exhibition in an aimless manner is a most tiring experience and so I suggest that some procedure for the tour round the stalls should be considered beforehand. I would advise every intending visitor to do his or her best to devote more than one day to the Exhibition. Of course, if this is not possible it is all the more necessary to adopt a scheme to prevent the exhibits which are of more direct interest from being overlooked. It is an easy matter the night before to jot down on a piece of paper the various cars that it is desired to examine. Then if one or other of the various sections are to be inspected these should likewise be noted.

Immediately on entering Earl's Court a catalogue should be obtained, studied with the plan made out the night before, and the stands and sections earmarked should be visited straight away without any meandering. Having completed what I might call the business of the visit the remaining time can be spent in just looking round. Of course, if two days can be spared there is no doubt that a visit can be paid to every stand inside the building, and doubtless this is by far the best method of seeing the 1938 Motor Show.

The majority of visitors are doubtless in the building with the object of selecting their new car for 1939. If it is only desirable to spend up to £300 and the time for staying at Earl's Court is limited, it is obviously foolish to waste precious minutes looking at cars costing twice that figure. Again, if the new car is to take five adults in comfort, it is no earthly use inspecting sporting two-seaters.

Cars to-day are so reliable and so reduced in price that there is little difference in cost between one and another in the various classes. The final choice, therefore, frequently depends on such small items as the angle or comfort of the seats, or position of the brake-lever. It will not do, therefore, just to look at any likely car from the outside, for points such as I have mentioned can only be weighed up by getting inside, preferably with passengers.

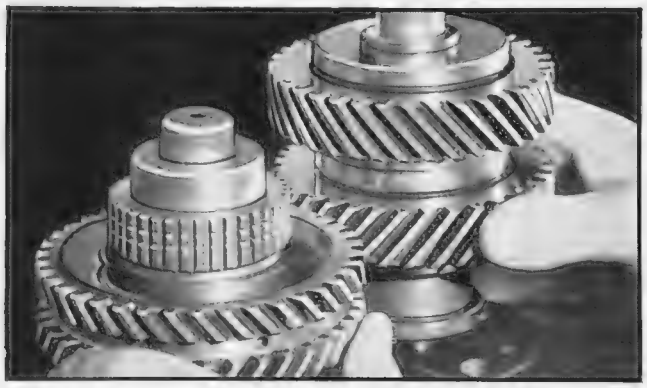
WHAT YOU WON'T SEE AT THE MOTOR SHOW



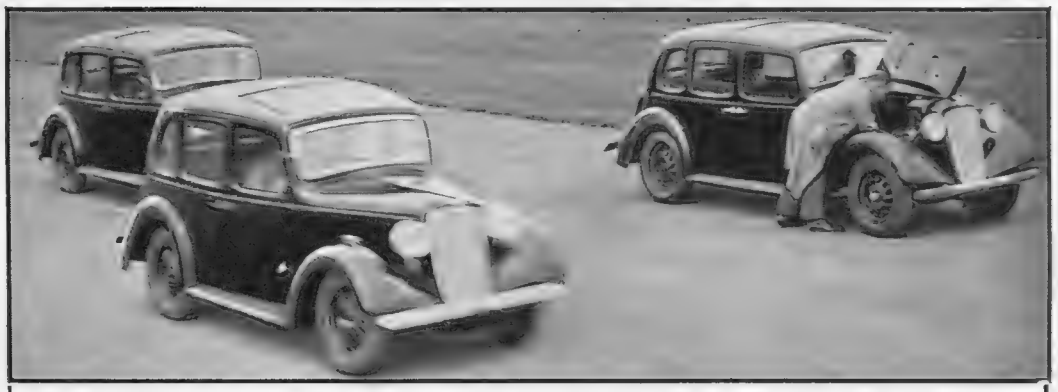
THE POWER OUTPUT of every Austin engine is tested on a dynamometer at various speeds from 1,000 r.p.m. upwards. The engine illustrated here (7.99 h.p. R.A.C. rating) is only passed if it develops an output equivalent to 25 b.h.p. at 4,000 r.p.m., or over three times the taxable h.p.

Most of the things that matter in making a car are the things that don't show on the stand. But sooner or later they show up on the road. The difference between a thousandth and a ten-thousandth of an inch in a bearing or cylinder-bore is not easily seen. To detect such tiny variations in measurements requires scientific equipment, skill and care—care that is well repaid by the difference such accuracy makes to the life, economy and performance of your car.

That is why Austin cars are made by Austin precision methods. Every material used, every component part, is tested, checked and counter-checked. Such precision tests, costly though they may be, are more than justified by the extra dependability of Austin cars. Only because Austin insist on making certain can you be certain your Austin will never let you down.



SILENT GEAR CHANGING, long life and smooth transmission are ensured in Austin cars by the accurate testing of all parts. Here you see just one test; rolling a gear in mesh with a master gear.



FINALLY every Austin car, before it leaves the works, is thoroughly tested on track or road by expert drivers and test mechanics trained to detect even the slightest imperfection in engine, chassis or body-work.

AND WHAT YOU WILL SEE—ON THE AUSTIN STAND No. 150

Now that you have got some idea of the accuracy that goes to the making of Austins, come and see the cars themselves. There are improved engines, new bodies and many other improvements to interest you. The full range from the famous Baby '7' to the entirely new Austin '28' Ranelagh Limousine is on display.

If you cannot visit us at the Motor Show be sure to see the new range of cars at your local dealer's where there's a fascinating little book to be had for the asking called "Making Cars and Making Certain."

Have you seen this month's Austin Magazine?

NOW IS THE TIME TO INVEST IN AN AUSTIN

SEEN ON THE AUSTIN STAND. The young lady finds the new doors on the '12' make getting in and out delightfully simple. She thinks Austins have been very clever in making them higher without spoiling the sweeping body lines of the car.

BRITISH CARS—BEST IN THE LONG RUN

NOTABLE EXHIBITS AT EARL'S COURT

Reviewed by A. Percy Bradley

HUMBER.—One of the most interesting exhibits on the Humber stand is the new Super Snipe which was announced a short time ago. The car is compact, yet roomy, entirely in accord with the highest British standards of quality and finish and at the same time it possesses the type of performance not hitherto associated with cars produced in this country. The car has a 6-cylinder engine of 26·9 h.p. and is fitted with a four-speed gear-box, but the makers claim such a remarkable top-gear performance that it would appear that the remaining three forward gears are practically "passengers."

Another feature is the now famous Evenkeel independent front-wheel suspension and an anti-roll sway eliminator. The chassis has the tried and tested "boxgirdir" frame, with the additional benefit of cruciform bracing. This Super Snipe is available with alternative body styles—one a six-windowed saloon and the other a sports saloon. The price of the former is £385 and of the latter £430.

The Snipe and Sixteen are being continued in greatly improved form. It has not been considered desirable to alter the basic specification in any major respect but numerous detail refinements have been introduced. The Humber Imperial and Pullman, notable for their spacious body accommodation and excellent road performance, are likewise being continued with improvements and refinements.

HUMBER

The Snipe six-windowed touring saloon, noted for its outstanding performance on the road. This handsome body style is also available on the Sixteen chassis

ROLLS-ROYCE.—There are no changes in the 12-cylinder 40–50-h.p. Phantom III chassis as compared with those that have been delivered to the public during the last few months. The chassis being of a comparatively new design, only detail changes have been introduced. One of the most interesting features of this chassis is, of course, its unique system of independent front-wheel suspension, and this, coupled with driving-seat control of the shock absorbers, provides the occupants of the car with riding comfort of the highest degree.

Another unique feature is the silence of all gears in the gear-box, including the reverse. All forward gears, except the lowest, are fitted with synchro-mesh control. Two examples of the Phantom III are to be found on stand No. 149. The first, a saloon with division by Thrupp and Maberly of the close-coupled type with seating for five, is priced at £2,960. The second is a Sedanca de Ville by Hooper, seating six or seven, including the driver, and this costs £2,970.

Some interesting improvements have been made to the 25–30-h.p. 6-cylinder Wraith. The most important of these is the introduction of independent front-wheel suspension, which greatly improves the riding comfort of the car. Two 25–30-h.p. models are shown, one having a newly designed enclosed limousine by Park Ward, providing appreciably more interior room than in the previous car of this design and having seating accommodation for seven in all. The price of this car is £1,610. There is also a special Sedanca de Ville by Windovers, containing many new features of design and having a sliding roof over the driver's compartment which disappears completely, converting the car to a Coupé de Ville. The price of this car as shown is £1,965.

ROLLS-ROYCE

An exceptionally graceful Sedanca de Ville body mounted on a Phantom III chassis. A sliding head is provided over the driver

HOOPER

HOOPER.—To those motorists who appreciate superb bodywork and the last word in British craftsmanship, no visit to the Show would be complete without a visit to the Hooper stand No. 95. Four examples of Hooper coachwork can be seen on this stand, two on Rolls-Royce chassis, one on a 4¼-litre Bentley chassis and the other on a 32-h.p. Daimler chassis. The 40–50-h.p. Rolls-Royce Phantom III chassis is graced with a Hooper four-seater Sedanca body, painted black, upholstered with Hooper fawn cloth to the rear and beige leather to the driving seat.

A Hooper limousine is seen on a 25–30-h.p. Rolls-Royce chassis. This likewise is painted black and upholstered with West of England cloth to the rear and black leather to the front. An example of the Hooper two-door coupé cabriolet is found on the 4¼-litre Bentley chassis, painted red and upholstered with light tan leather. The 32-h.p. Daimler chassis is shown with a Hooper touring limousine, painted blue and black with red line and upholstered with Hooper fawn cloth to the rear and brown leather to the front. All models are naturally luxuriously equipped in all respects.

BENTLEY.—An important new feature has been introduced into the 4¼-litre Bentleys which are exhibited at the Show this year, namely, an overdrive in the gear-box giving a ratio on the overdrive of 3·6 to 1 as compared with the previous standard ratio on top speed of 4·1 to 1. The immediate result of using the overdrive, which one can do under all normal conditions of driving, is to experience a delightful smoothness and silence from the engine which is not possible when the engine is running at many more hundreds of revolutions for the same car speed. At the same time there is a definite improvement in petrol consumption and a reduction in the wear and tear of engine parts. On the other hand, when conditions permit, a considerably higher maximum speed can be attained without even reaching the maximum revolutions of the engine.

Another important change is the steering, which is now appreciably lighter than before. Larger tyres, 6½ ins. as against the previous 5½ ins., is another feature, while thermostatic control to the water circuit itself instead of to the radiator shutter has also been introduced. Four cars are exhibited on the Bentley stand No. 156. One, a special four-door saloon by Park Ward, having seating for four and equipped with a sunshine roof and fitted with suit-cases in the luggage boot at the back, is priced at £1,624. Another saloon by H. J. Mulliner is of the four-door type with synthetic glass panels in the roof. The price of this is £1,915. The third exhibit is a drop-head coupé by Park Ward at £1,805, and finally an open sports four-seater by Vanden Plas at £1,495.

BENTLEY

A specially designed Sports saloon body finished in black mounted on the 4¼-litre chassis

THRUPP & MABERLY

TRIUMPH.—Seven cars are exhibited on the Triumph stand No. 128, and all of them are of the successful Dolomite type, with varied and attractive coachwork. Among the most interesting models is an entirely new roadster coupé. There is also one of the drop-head roadster coupés which have been so successful in rallies and coachwork competitions during the past season. The prices, which include wheel discs, are £395 for the 14–65 and £450 for the 2-litre. Another model of particular interest is the 1½-litre sports saloon. Ample accommodation is provided for four full-sized adults and the model shown is finished in midnight blue with dark blue upholstery, the price being 298 guineas.

A most impressive exhibit is the 2-litre Royal saloon.

(Continued on page 116)

LIVELY PERFORMANCE OF NEW DAIMLER 'FIFTEEN'

New engine has power in hand through whole speed range

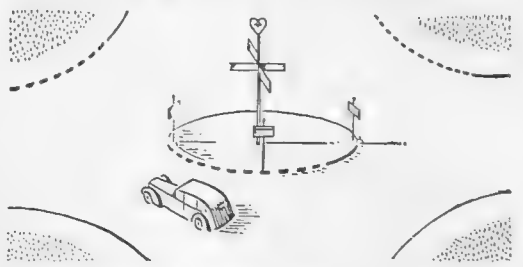
*

Again the most interesting car of the year

AS SILENT as ever, as smooth, as supremely comfortable—but livelier to a remarkable degree. That, in a phrase, is the Daimler 'Fifteen,' with new 2½-litre engine—this year's successor to the famous 'Fifteen.' The ease of control, the steering, roadholding and cornering that the 'Fifteen' combined for the first time in any medium-sized car, are wedded now to outstandingly spirited performance. Nothing—not even economy—has been sacrificed to power; but the extra power is there, in generous measure. Here is a car that will drift through traffic without a gear-change, as only a Daimler can: that will leap ahead at every light if you need to travel in haste. A car that can suit your mood—or lift you out of it. An interesting car indeed!

THE DIFFERENCE OF DRIVING A DAIMLER

Changing down at a Roundabout



ORDINARY CAR CONTROL—Driver, in top gear, enters roundabout. Declutches. Takes hand off wheel and puts gear lever into neutral. Lets clutch pedal up. Accelerates engine. Declutches again. Puts gear lever into lower gear. Lets clutch pedal up. And all this time does best to steer round small circle one-handed.

DAIMLER FLUID FLYWHEEL—Driver sees roundabout ahead, takes one finger off wheel, moves pre-selector lever to lower gear position. Enters roundabout. Without moving right foot from accelerator, presses gear-change pedal with left foot. Lets it up—and gear changes automatically to the one he pre-selected. *Three movements instead of seven—both hands on steering wheel throughout.*

THE NEW Daimler 'FIFTEEN'

2½ LITRE

- *Independent front wheel springing*
- *Anti-roll control bars front and rear*
- *Inter-axle seating. Positive steering*
- *Daimler Fluid Flywheel Transmission with pre-selective self-changing gearbox*

(Licensed under Vulcan-Sinclair and Daimler Patents)

SPORTS SALOON or SIX-LIGHT SALOON **£485**

British Cars Last Longer

THE DAIMLER COMPANY LIMITED, COVENTRY · LONDON DISTRIBUTORS: STRATSTONE, 27 PALL MALL AND 38 BERKELEY STREET

NOTABLE EXHIBITS AT EARLS COURT

(*Continued from page* 114)

This car, which is finished in deep purple with silver grey interior, is a fine example of high-grade English coachwork. The price is £425, while a similar model finished in ivory with green leather upholstery and mounted on the 14–60 chassis costs £375.

The two remaining exhibits are the standard 14–60 Dolomite saloon, priced at £348, and the Foursome coupé, which on the 14–60 chassis costs £395. The saloon is finished in rich deep maroon colour, described as amaranth red, the upholstery being in golden brown leather. Closely following in general design its successful predecessor of the past season, a considerable number of refinements and improvements have been incorporated. The Foursome coupé is in black with antique grey leather. Ideal for those who on occasion prefer to drive in an open car, this model when closed provides all the advantages and comforts of a saloon. Its price is £395.

DAIMLER.—Seven cars are on show on the Daimler stand No. 139, in addition to fifteen Daimler limousines, drop-head coupés and sports models on various stands in the coachwork section of the Show. This year there are two new engines—a 2½-litre and a 4-litre. These new engines have been in process of development for more than a year and are for two most outstanding cars in the Daimler range—the now famous Fifteen and the 90 m.p.h. car previously known as the Light Straight Eight. The new 4-litre model and the large Straight Eight are the only British cars at the Show with Straight Eight engines. The Fifteen 2½-litre saloon, which is priced at £485, blends traditional Daimler dignity with a subtle modification of the latest trend in bold, sweeping curves. Also, at the same price is the Fifteen 2½-litre sports saloon.

The Daimler 4-litre sports saloon at £1,135 is finished in two shades of grey, with soft grey calf-hide upholstery and thick pile carpets to match. Ten other coachwork designs, creations of some of Britain's finest coachbuilders, are available on this chassis, ranging in price from £1,070.

The Daimler Straight Eight touring limousine on show is a replica of the car which, this year, made a notable record by being the first car ever to achieve a "hat trick" by winning premier coachwork awards in the three national rallies, the R.A.C., the Scottish and Welsh events. The Straight Eight limousine, at £1,660, is a modern representative of the traditional Daimler town carriage. The coachwork is by Hooper, who build the coachwork of the Royal Daimlers. The remaining two models on view in the Daimler range are the Twenty saloon at £595 and the Twenty-four limousine at £875.

LANCHESTER.—Seven different models are also seen on the Lanchester stand No. 136. They range from the popular Lanchester Eleven to the more powerful Lanchester Eighteen. The Roadrider de luxe, first introduced at the Show last year, is represented by three cars. The Lanchester policy is only to make radical changes when outstanding further progress can be secured, so the 1938 models are being continued with only detailed alterations to the coachwork. The Roadrider de luxe saloon at £375 has fluid flywheel transmission. The interior of the car is considerably larger than the outward appearance suggests. Three people can comfortably occupy the rear seat and there is plenty of leg room. The engine of the Roadrider de luxe is a 6-cylinder unit rated at 14·06 h.p.

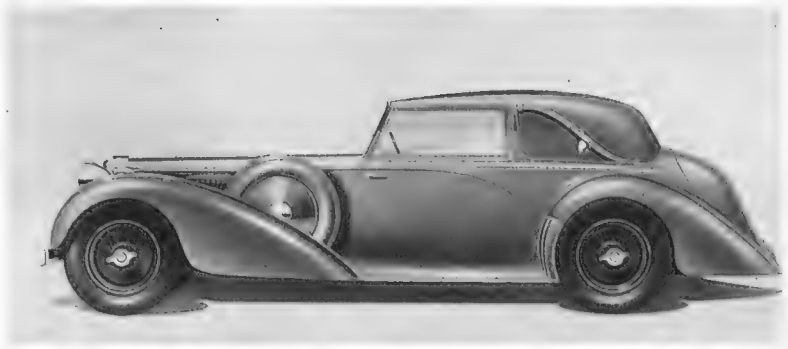
The Roadrider de luxe saloon is also available with synchromesh gear-box at £350. For those who prefer a slightly more sporty appearance, the Roadrider de luxe sports saloon should make a strong appeal. The price is £375, but synchromesh gears are made optional to fluid flywheel transmission at a reduction of £25. The Lanchester Eighteen is shown as a saloon and also a sports saloon, the price in both cases being £525. The Lanchester Eleven saloon and sports saloon are conspicuous for their really "big car" roominess, although ranking with light cars in horse-power rating. Although priced at less than £300 the Eleven maintains the quality of the larger Lanchesters, both from the point of view of engine and chassis construction and coachwork.

ALVIS.—The Alvis exhibit comprises examples of the 4·3-litre, New Speed Twenty-five, the Crested Eagle, the Silver Crest, and the new 4-cylinder Type II 12–70 models, eight complete cars in all. The 4·3-litre is represented as a standard four-door saloon, finished in light grey jewelessence with red upholstery, the price being £995. The 4·3-litre is so well known that it is not necessary to give particulars of the car in detail.

The New Speed Twenty-five, which is shown as a four-door saloon at £885 and a four-seater drop-head coupé at the same price, is capable of exceptionally high performance, attained in perfect smoothness, safety, and complete silence. Notable chassis features include dual exhaust system, independent front-wheel springing and steering and an all-silent, all-synchromesh four-speed gear-box.

Two examples of the famous Crested Eagle 25-h.p. model are shown, one as a six-light saloon at £850 and the other as a limousine at £985. The Crested Eagle is also available with alternative 20-h.p. engine. Next we come to the Silver Crest Twenty, two models of which are also shown, the four-light saloon at £595 and a six-light saloon at the same price. The six-light saloon, whilst being in all respects similar to the four-light saloon, possesses the added advantage of extra visibility in the rear compartment afforded by the quarter lights. Very generous accommodation is provided on both types for three rear-seat passengers, although a central folding arm-rest is provided for use when only two passengers are carried in the rear seats.

The new 4-cylinder Type II 12–70 is a development of the 12–70 saloon introduced last year. With its short wheelbase, excellent steering lock, light controls, and perfect visibility, it is eminently suitable for close parking and dense traffic navigation. Built into it, however, is the well-known Alvis high-speed performance, perfect road-holding ability and safety, which means so much when touring. The cost of the four-light saloon shown is £435.



ALVIS

The New Speed 25 drop-head coupe. A dual-purpose model which can instantly be converted into an open car

popular car. It can, therefore, be appreciated that the new car, whilst up to date to the last degree, is in no way experimental; in fact, in addition to having more spacious coachwork and a larger engine, giving increased performance, it incorporates all the very latest refinements and such detail modifications as two years' production of the 2-litre has revealed. This new 2·6-litre is available in three body styles: saloon, Tickford foursome and Charlesworth open four-seater. The price of the saloon is £442, that of the folding-head foursome, £468, and the four-seater tourer, £450.

The Tickford folding-head coupé on the Series T. M.G. midget chassis, mentioned previously, is priced at £269 10s., and is similar in design and detail to the corresponding coachwork styles on the 1½- and 2-litre chassis.

WOLSELEY.—Seven models are being shown on the Wolseley stand No. 140, ranging in price from £256 for the 12–48-h.p. saloon to £775 for the 25-h.p. Super-Six limousine. Three entirely new models are to be found amongst the exhibits, consisting of a 14–60-h.p., a 16–65-h.p., and an 18–85-h.p. No "revolutionary" development can be indicated in any of these cars; rather are they distinguished for a number of improvements and refinements. The effect of these improvements is admirably displayed in the 14–60-h.p. This interesting model is the sturdy offspring of the very popular Wolseley Fourteen. It is mainly in size and capacity that the 16–65-h.p. and the 18–85-h.p. differ from the 14–60-h.p., the two larger models being produced with the idea of placing at the disposal of experienced motorists cars which, though not too large for everyday use, have sufficient reserve of power and speed to eat up long distances.

ROVER.—A very interesting display of the Rover range is exhibited on stand No. 137. The models comprise a Ten saloon, attractively finished in maroon at £275, and a very pleasing coupé with fixed head and sliding roof, also on the Ten chassis. This is finished in grey and priced at £285. On the Twelve chassis is a saloon in grey at £300, and a sports saloon in green at £310. The Fourteen saloon is finished in blue, and priced at £330. Two examples of the Sixteen are shown, a saloon in black with brown upholstery at £360, and a sports saloon at £370, finished in black with green upholstery. The 20-h.p. drop-head coupé has a black body with head material of sand colour, and the price is £478.

Among the alterations for 1939 will be noticed a new 10-h.p. saloon body. This is brought into line with the other saloons in the range and has the familiar built-in luggage compartment and concealed spare wheel at the rear. For a number of years the Rover range has included a 6-cylinder model of 14 h.p. This year there is an entirely new Fourteen, designed on the lines of the larger 6-cylinder models. As mentioned above it is shown as a saloon and, in addition, there is also a stripped chassis partially sectioned.

(*Continued on page* 118)

DAIMLER

The 4-litre type with its new 29·8 h.p. Straight Eight engine which provides a brilliant road performance with exceptional silence. Eleven well-appointed coachwork styles are standardised

LANCHESTER

The 11 h.p. saloon which is in every sense a quality car embodying all the elements of sound workmanship

The 2-litre folding-head foursome which combines speed with safety and ease of control

M.G.

Dodge
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De Soto
PRESENT

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DUAL POWER TRANSMISSION

The latest and greatest development of overdrive ..... a three point advance in motoring ..... greater economy in fuel and engine life ..... highly increased flexibility ..... more vivid acceleration than ever before.

STEERING COLUMN GEAR CONTROL

Gear changing with a flick of the finger ..... foolproof mechanical control within two inches of the normal position of the hands ..... unobstructed front compartment ..... a great step forward in easier, fatigueless driving.

SAFETY SIGNAL SPEEDOMETER

The most ingenious contribution yet to safer driving ..... as you drive it flashes a warning signal, green for speeds up to 30 m.p.h., amber to fifty, over fifty—red.

NEW HIGH RIGIDITY FRAME

Deep side members, a 10" deep cruciform member and an additionally strong front cross member make the Dodge and De Soto frames absolutely free from distortion, no matter what the conditions.

THESE FOUR FEATURES

and many others too numerous to detail in this short announcement are incorporated in the Dodge and De Soto cars being shown at Earls Court ..... personal inspection and trial can prove these superiorities.

★

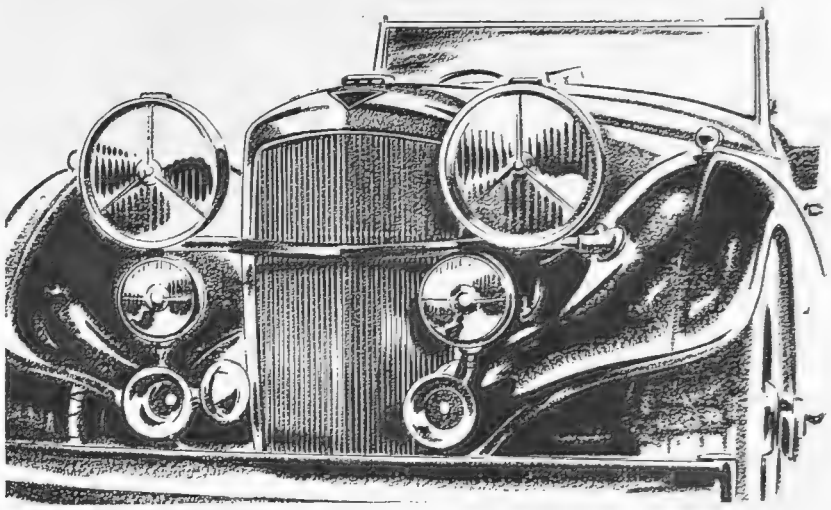
MAY WE SUGGEST YOU VISIT

Dodge
AND
De Soto

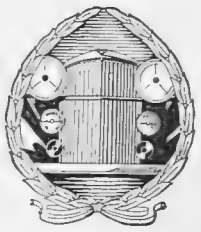
STAND 129
EARLS COURT

The above features can also be seen on cars on Stand No. 135

DODGE BROS. (BRITAIN) LTD., KEW, SURREY



WHAT EXACTLY DO YOU WANT IN A CAR?



OVER 100 M.P.H.
* The 4.3 Litre Saloon exceeds 100 m.p.h. without effort. £995

OVER 95 M.P.H.
* The Speed 25 Saloon exceeds "95" safely and quietly. £885.

OVER 80 M.P.H.
* The 12/70 gives you this with six cylinder smoothness and four cylinder economy. £435.

STAND 134 EARLS COURT

IS IT exceptionally quiet performance in regard to engine—gearbox—transmission?

IS IT suspension that is smooth, yet firm, throughout the speed range?

IS IT brakes that instil confidence by the extremely rapid way they pull you up on any road surface?

IS IT sensational acceleration that is so smooth as to seem almost unimpressive unless timed?

IS IT sustained high cruising speeds?

IS IT hand built coachwork of exceptionally fine detail finish and beauty?

OR IS IT a combination of the foregoing **PLUS** that remarkable feeling of safety you always have at the wheel of

The
INAUDIBLE
ALVIS

* Any Alvis dealer or our London Showrooms will gladly put a car at your disposal for test—without obligation.

ALVIS LTD. COVENTRY. **London Showrooms,** 7-9 ST. JAMES'S STREET, S.W.1. (Whitehall 8506)

ALVIS PERFORMANCE IS TAKEN FOR GRANTED

NOTABLE EXHIBITS AT EARLS COURT—*(Continued from page 116)*

VAUXHALL.—A comprehensive range of Vauxhall exhibits can be seen on stand No. 127. Never before in the history of the company has so wide a choice of models been available. They range in price from £168 to £630, in power from Ten to Twenty-five, and there are over a dozen different styles of coachwork listed in the various catalogues. For the motorist who wants a 4-cylinder engine there is either the Ten-Four or the Twelve-Four. The Ten-Four standard saloon costs only £168, the Ten-Four de luxe saloon with its extra refinements such as no-draught ventilation, leather upholstery, and so on, is priced at £182, while the coupé is smarter yet, and costs only £188.

Next comes the Twelve-Four, a newcomer to the range. Built on the same principles as the Ten-Four, it is an appreciably larger car with a higher maximum speed. It has independent front-wheel suspension and many other "big car" features, yet the makers guarantee a mileage of "35 or over" to the gallon. There are two models, a standard saloon at £189 and a de luxe saloon at £198, the only difference between them being that the latter has a sliding roof and a more elaborate finish.

Motorists are familiar with the reputation of the Vauxhall Fourteen. The new Fourteen, which is available as a de luxe saloon at £230, has been developed for the motorist who is looking for something on bigger, more impressive lines than either the Ten or the Twelve. Finally, there is the 25-h.p. model or rather "models," for there are two chassis lengths and quite a selection of coachwork. The actual model on show on the Vauxhall stand is a saloon at £345. Other examples of coachwork on the Twenty-five chassis can be seen on the Grosvenor Carriage Companies' stand.

AUSTIN.—The Austin exhibits in point of interest naturally fall into three groups, these being the small cars comprising the Seven and Big Seven, the medium range represented by the Ten, Twelve, and Fourteen, and the large cars in the shape of the Eighteen and the new Twenty-eight. Each model is exhibited in its most popular form, and some additionally appear with cabriolet or alternative saloon bodywork. Thus the Seven is to be seen as the Ruby saloon and the Pearl cabriolet, two cars which represent really excellent small-car value at their new reduced prices, the former being £125 and the latter £129. The Big Seven models on view,

VAUXHALL — The new Ten saloon which is now smarter than its predecessor, with new type bumpers, larger tyres, and improved upholstery

i.e., the Forlite two-door saloon and the Sixlite four-door model, both have sliding heads, and the price of the former has been reduced to £139. The prices for the Ten, Twelve, and Fourteen have likewise been revised.

AUSTIN — The Fourteen model which provides roomy accommodation for five people. The 6-cylinder engine is smooth and quiet and has an exceptional reserve of power

The three cars representing the larger Austin models at the Show are the short wheelbase Norfolk five-seater saloon and the long wheelbase Windsor seven-seater on the Eighteen chassis and the new Twenty-eight Ranelagh limousine. These models provide useful alternatives in respect of performance and accommodation. The Eighteen Norfolk saloon is priced at £355, the Eighteen Windsor at £375, and the Twenty-eight Ranelagh limousine at £700.

STANDARD.—Examples of all Standard models are found on their stand No. 145. The most interesting exhibits are the three new

STANDARD — The new Flying Eight saloon with its wide doors. Foot-wells have been abolished, giving extra leg room

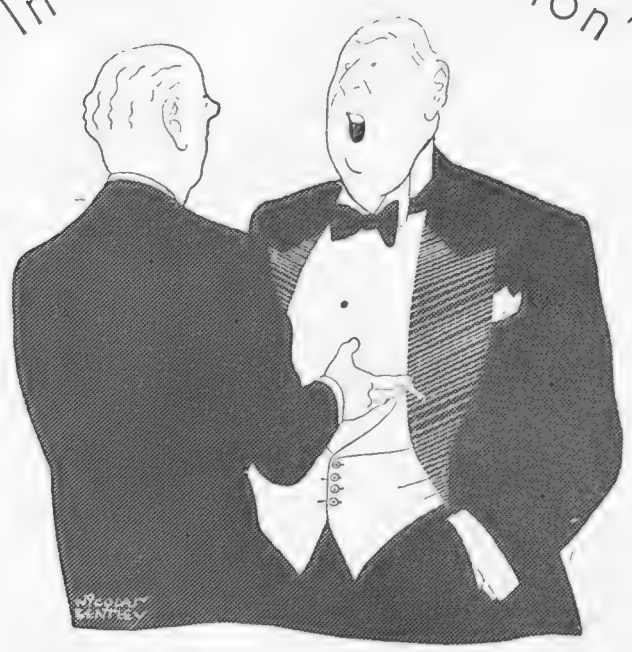
cars, namely, the Eight, the Ten super saloon and the Twelve saloon de luxe. These three models have some very interesting features, apart from the price, the principal being: independent front-wheel suspension, box section chassis, new features in the engine, giving remarkable economy, and improved body design providing greater room for passengers and luggage. In fundamental features of design these three cars are very similar—they differ only in dimensions and in certain features of bodywork and equipment.

The prices of the new Eight are from £125, the price of the new Ten super saloon is £185, and the new Twelve, £225. Apart from these

(Continued on page 120)

Some phrases seldom ring true

"In my humble opinion"



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YOU CAN BE SURE OF SHELL

Better Motoring for less Money ... VAUXHALL *alone* combines all these features

Complete range of new models for 1939 season on display at the Motor Show

10 H.P. *40 M.P.G. The new edition of the popular Vauxhall "10." Smooth performance; many refinements. Ample room for four adults and a child. Exceptional economy. Saloons from* **£168**

12 H.P. *35 M.P.G. Costs less to buy and less to run than any other "Twelve." Bigger and more powerful than the Vauxhall "10" —yet costs little more to run. Saloons from* **£189**

14 H.P. *30 M.P.G. Worthy successor to the famous Vauxhall "Fourteens" which has always been the leader in its class. Fuller details below. De Luxe Saloon* **£230**

25 H.P. *20 M.P.G. The aristocrat of the Vauxhall range. Exceptionally roomy; maximum speed 80 m.p.h., outstanding acceleration. Saloons from* **£345**

Limousine prices from £555

VAUXHALL'S LATEST
The New "14" Six

Every year since 1933 when the first Light Six made history, successive Vauxhalls have been the most popular cars in the 14 h.p. class.

For 1939 we offer a new "Fourteen" that will more than maintain the lead established by its predecessors.

It is a bigger, roomier, more impressive car, with hydraulic brakes, controlled synchromesh on all forward gears, an adjustable steering wheel, many new luxuries, an even livelier performance and yet will still do 30 miles to the gallon.

It has the torsion bar system of independent suspension which, in addition to improving all roads, gives extra stability, safer cornering, is trouble-free and requires very little attention.

IN every Vauxhall there are certain basic features which cannot be found together in any other cars in the world. Those features, the products of Engineering Leadership, are responsible for the unusual combination of performance, comfort, roominess and economy for which all Vauxhalls are famous.

We do not suggest that any motorist *should* buy a Vauxhall. Instead we ask you, in your own interests, to try every car that is available at the price you are prepared to pay. Any Vauxhall dealer will arrange for you to try a Vauxhall.

REAL ECONOMY With normal driving, Vauxhalls give approximately 20% more m.p.h. **PERFORMANCE** All Vauxhalls have lively acceleration and excellent top gear performance. **INDEPENDENT SPRINGING** Changes riding into gliding and improves stability, steering, cornering and road holding. **SAFETY** Hydraulic brakes give smooth, powerful, effortless braking. **DRIVING EASE** Vauxhall *controlled* Synchromesh helps the expert to make a good gear change and prevents the learner making a bad one. Steering is accurate and shock-free. All controls are handy and light. **COMFORT** Body Conformity front seats. Exceptional leg-room and head-room. No-Draught Ventilation and sliding roofs on de luxe models. Ample luggage space. **QUIETNESS** Great success has been achieved in the prevention and insulation of car noises.

Separate booklets on all models and an interesting book "Engineering Leadership" will gladly be sent on request. Vauxhall Motors Ltd., Luton, Beds.

VAUXHALL'S LATEST — The New 14 h.p.
Six-Cyl. De Luxe Saloon - - - **£230**

VAUXHALL *INDEPENDENT SPRINGING*
Changes Riding into Gliding

NOTABLE EXHIBITS AT EARLS COURT—(*Continued from page* 118)

three new models the Flying Standard range for the past year is being continued for 1939 at reduced prices in several cases and with certain modifications.

A new body style has been added to the choice of the prospective owner of a Nine. It is known as the super saloon to distinguish it from the saloon and saloon de luxe. Its chief difference relative to the latter is that the luggage space is in the form of an extending rear locker with a drop-down lid that forms a platform for luggage additional to that within the locker itself. The price of this Nine super saloon is £165, as compared with £159 for the saloon de luxe and £149 for the saloon.

MORRIS.—Exhibits on the Morris stand No. 147 are fully representative of their range of models. Safety, economy, comfort, and durability are the important features of each model, irrespective of horse power. Most popular of all Morris models, from the point of view of the biggest sales, are the 8-h.p. cars, of which nearly 250,000 have been sold in the last four years. The Eights are available in six different coachwork styles: the two-seater, the tourer, the two-door fixed-head saloon, the two-door sliding-head saloon, the four-door fixed-head saloon and the four-door sliding-head saloon.

Of special interest to visitors is the o.h.v. Morris Ten-Four saloon, for which record orders have been received. It sells at the remarkably moderate price of £175 for the six-light fixed-head saloon and £185 for the six-light sliding-head saloon. The Twelve-Four, introduced for the first time just over twelve months ago, has rapidly established itself as a favourite with the motoring public. The price for the fixed-head saloon is £205 and that for the sliding-head saloon is £215.

CHRYSLER.—Six models can be seen on the Chrysler stand No. 135, the 33·8-h.p. Custom Imperial limousine, the 33·8-h.p. Imperial saloon, the 27·3-h.p. Royal saloon, the 23·4-h.p. Wimbledon saloon, the 23·4-h.p. Kew saloon and the 19·8-h.p. Plymouth saloon. Special features of these Chrysler cars are: The perfected steering column gear control, dual-power transmission, a new improvement on the automatic overdrive which gives two extra forward speeds and improved acceleration without entailing any extra gear changing, and the pantograph type of independent front-wheel springing. A refinement which will appeal to all motorists is the safety signal speedometer which shows a green light up to 30 m.p.h., an amber light from 30 to 50 m.p.h., and a red light over 50 m.p.h. The aerodynamic body styles follow along the modernistic lines which Chrysler were the first to introduce, being modern without extremism.

TRENCH MAKING IN ST. JAMES'S PARK: Those that were begun in the crisis are now being finished, and the chaotic state of London's open spaces will, we are assured, soon be righted

A.R.P. CARRIES ON

A Warden Discusses His Duties After the Immediate Crisis Was Over

IN all but the ultimate dread reality London has had its air-raid. And within an ace of that. In that week A.R.P. faced its zero hour.

For each home each precious moment counted in making final dispositions. Fads and fancies fled. For each its imperatively urgent need stood out stark. Just like making a last moment will under an inexorably short time limit imposed by death. Demanding instant thought and action, reality drove theories to the winds. No; twelve months of attendance at painstaking lectures could never have done it for us. Mother wit, common sense, presence of mind soared to a premium.

A.R.P. recognises its good fortune in Providence having to hand a level-minded man to give us some more time to learn our job. While we in Hampstead attach little importance to the rumour that Hitler has demanded the right of self-determination for our German minority we see nothing in the present glimpse of sunshine except the opportunity to make more hay.

The first thing we wardens did in our sector was to start sounding our 600 residents with a view to their meeting informally at one another's houses to exchange ideas on details of home protection; one or more wardens being present, not to lay down the law, but to answer questions if they are lucky enough to be able to do so, and to hunt up the answers if they are not.

As the care of gas-masks seemed of immediate importance, pending the issuing of printed instructions we started circularising our sector on our own account. At least, we typed a few copies of official instructions, added some unofficial ones of our own, and left one at the first house in each street with a request that a copy be made and the paper passed on to the next door neighbour. Even if the papers do not complete the circuit, quite a lot of people should become cognisant of their contents, and will pass the information on to friends. The idea is to ease the strain on the warden's vocal chords. It is proposed to elaborate the subject at the first informal meeting. Here is a copy of our circular, which is based on A.R.P. Handbook No. 1, *Personal Protection Against Gas*:—

The respirator should be regarded as a personal article upon which the wearer's safety may at some time depend.

It is particularly desirable that respirators should not have to be replaced on account of accident or careless damage.

Keep the respirator in a cool, dry, dark place.

After use, if only for practice, there will be moisture inside from the breath. Wipe dry with soft rag before putting away.

To wash, wipe with damp (not wet) cloth or sponge that has been dipped in lukewarm water containing soap of toilet quality. Hold in such a position that no moisture can get into container or lie between container rim and rubber face-piece.

Do not carry or suspend by the tape straps. If possible, stand it on shelf of dark cupboard, with straps held up by nail so that, without being suspended, it retains as nearly as possible the shape as when worn. If kept closely packed there is risk of the rubber setting in stiff creases liable to crack, and this would necessitate its being examined and smoothed out once a month. In any case, do not leave it in paper bag as issued. Keep it in card-box, loosely packed. With careful treatment it is said to be good for five years.

To avoid as much as possible the clouding of window when worn, gently rub with the finger a little soap over the inside of it, and then gently remove the soap with a very soft cloth. A slight film will remain. This will help to keep the window clear.

Keep the safety pins in the tape straps.

Remember the size of your respirator, and write your name on the tape.

Children are prone to regard the respirator as a new toy. Discourage this tendency firmly, just in case they are not right.

I. S.-W.

25/30 H.P.
"WRAITH"

Dear Sirs,

After my run in the "WRAITH" to-day I should like to tell you that the perfect way in which the car behaved under the appalling traffic conditions prevailing was an absolute nerve tonic.

The car is a joy to handle, and its perfect workmanship and finish is an example of engineering at its highest level.

Yours faithfully,
(Signed) E. R. HALL

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Jewelled with 18 *fine rubies: British Stainless Steel:*
it costs 10 *gns. only.*
Perpetual Model (Self-Winding)
Stainless Steel 14 *gns.*

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To know that the watch on your wrist is a chronometer, fulfilling the Observatory standard — to know that its precision is sealed from all outside interference — that it is water-tight, air-tight, dust-proof, perspiration-proof and anti-magnetic — is to know that you wear the world's finest wrist watch — a Rolex Oyster Chronometer. That is why Flying-Officer Clouston used a Rolex Oyster for navigation on his record-breaking flights, and why a Rolex Oyster has been chosen for two Everest expeditions. Rolex watches hold 31 world records for accuracy.

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"Souci" Regd. Mixture Sports Felt - 15/-. Colours: Heather Green, Medium Grey, Light Brown, and Air Force Blue.

Our photograph shows one of the many decorated rooms in Waring & Gillow's Showrooms, where fine furniture is displayed in appropriate surroundings. The Settee, copied from a model of the Queen Anne period, is typical of the fine reproduction work for which Waring & Gillow have long been famous.

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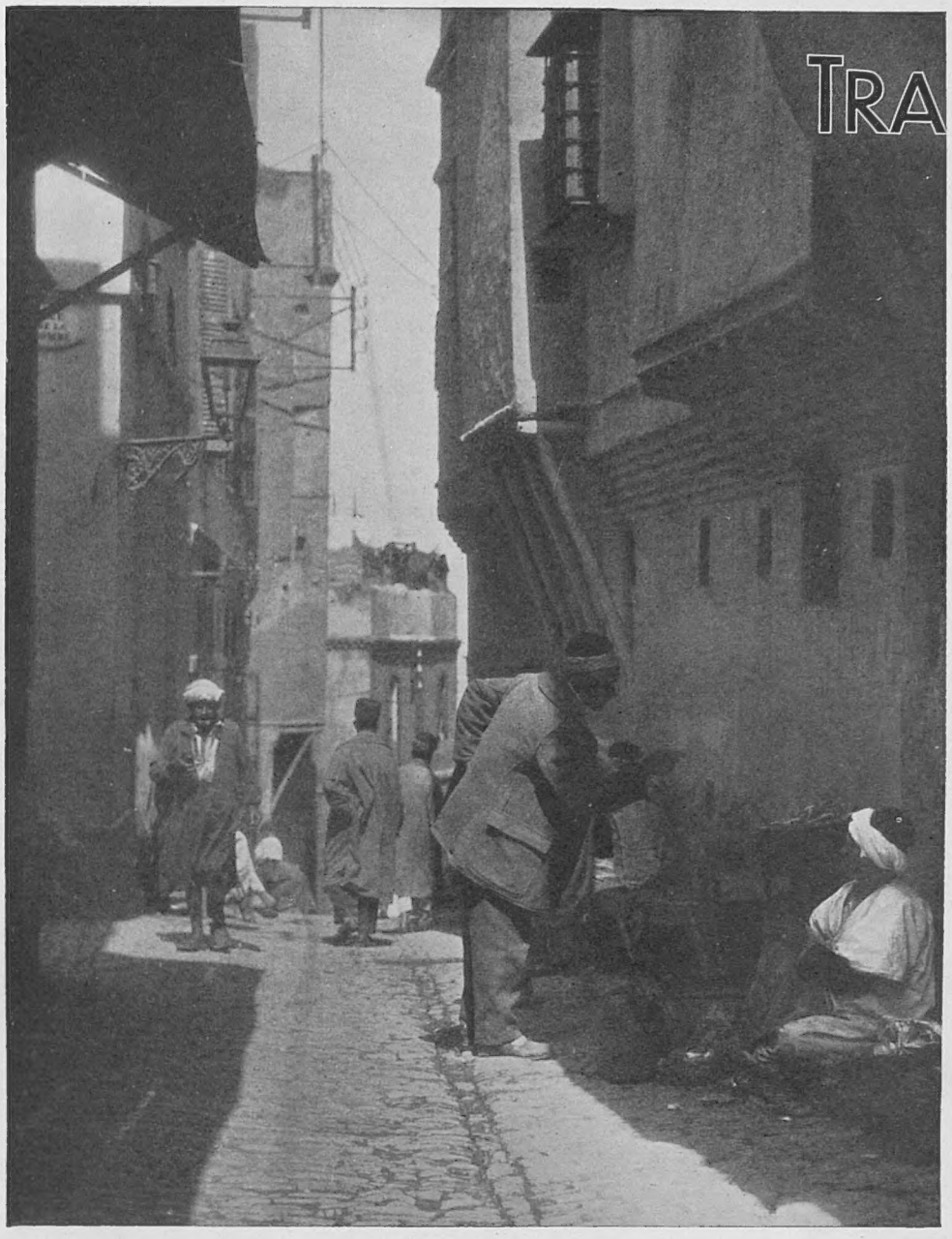


STREET SCENE IN RABAT, a Moroccan port frequently visited by cruising liners throughout the year. Morocco is coming increasingly to be regarded as an ideal land in which to winter

TRAVEL *in* AUTUMN

The Revised Czechoslovakia — Picturesque Towns of the Panama Zone—Touring Burma

PRAGUE IS INTACT.—When the frontiers are redrawn in Central Europe, Czechoslovakia will still have a very big asset in what it can offer the traveller. The loss of such spas as Jáchymov, Karlovy Vary, and Mariánské Lázne must be a bitter blow, and they will presumably revert to their old and still more familiar names of Joachimsthal, Carlsbad, and Marienbad. Even so, the little republic will still be generously endowed with medicinal and mineral springs, the best known among them being Piestany with its famous mud baths, in the valley of the Váh near the Danube. We shall probably hear more of Luhacovice, in a sheltered spot on the western slopes of the Moravian Carpathians and in the midst of deep forests; Podebrady, in the picturesque plain of the Elbe some 30 miles from Prague, Sliac in Central Slovakia and the places in the lovely Tatras mountains.

However you view the events of recent weeks, there is some consolation in the thought that the many beautiful buildings of readjusted Czechoslovakia have been spared irreparable damage. Prague remains in the affections of all who know it, and we shrink from the thought of what its fate might have been. Next to the fortress of Hradcany dominating Prague, perhaps the best known scene in Czechoslovakia is the castle of Karlstejn, not far from the capital but towards the Bavarian frontier. Could it have escaped?

As I said in a recent note, the world certainly knows now where Czechoslovakia is, and events have put it in the running for the tourist championship next season.

Panama Canal.—During the winter cruising season many people will have the opportunity of seeing something of this engineering triumph. Ships not passing through the canal often call at Cristobal at the Caribbean end, enabling tourists to explore the zone.

The canal, of course, is the outstanding interest. It is about 50 miles long. The locks are about 1,000 ft. long by 110 ft. wide and from 50 to 81 ft. deep. There is a thrill in seeing great ships rise through the Gatun locks from the level of the sea to Gatun lake about 85 ft. above sea level, and the largest artificially formed lake in the world. The Culebra Cut where the canal is narrowest is also one of the sights. The zone has other interests than the canal. Cristobal is a picturesque town and so are Colon, Balboa and Panama City with their Chinese and Hindu bazaars.

The original Panama was founded in 1519 by one of the Spanish colonial governors, and Henry Morgan, the buccaneer, sacked and burned it. The flat arch covered in tropical foliage and some of the well preserved towers are points of interest among the ruins. The city was rebuilt a few miles from the first site and has a fine cathedral.

Adelaide.—If Australia comes into the itinerary of your winter travel I would commend to your attention the country round the capital of South Australia. The city is almost surrounded by beautiful hills, the best known among them being Mt. Lofty. It is not much more than 2,300 ft. high, but its gardens abound with rare and lovely plants.

The Prince's Highway crosses the mountain not far from the summit, and one of the best short excursions in the neighbourhood is to follow the highway to Aldgate and Oakbank (where the Onkparinga races are held) and Lobethal, returning through Forest Range, Baskit Range, and Norton's Summit. From Norton's Summit the road runs along the edge of a deep gorge and tracks lead down to the Morialta Falls, which are in the heart of the gorge. This road is only a few miles out from the city, so that even a brief call at the port may be turned to very good account.

There is also an attractive run through the valley of the Torrens river to the Chain of Ponds. The main feature of this excursion is the Torrens Gorge.

Kalaw.—Travel facilities in Burma have been developed very much in recent times. The people are very different from those of India and one is at once struck by their liking for colour.

Pegu, the ancient capital, 60 miles by road from Rangoon, is one of the places travellers with only a little time at their disposal try to visit in order to see the enormous reclining Buddha, the largest image of the human figure in the world. If you have several days to spare, however, I would recommend a visit to Kalaw, a hill station in the Southern Shan States, followed by a motor excursion to Pekkon, the home of the women with the quaint idea of lengthening their necks with a succession of metal bands. (You may have seen some of them in London, a few years ago.)

Inklé Lake, some 80 miles from Kalaw, is also very interesting to the traveller. Its floating islands are unique and it is the only place in the world where craft are propelled by paddles on the legs of the native crews.

ANSWERS TO CORRESPONDENTS

The following is a selection from recent replies sent to readers who have addressed queries to "The Sphere" Travel Bureau. Every letter is answered individually, and we publish these particular examples as being of interest to prospective travellers generally.

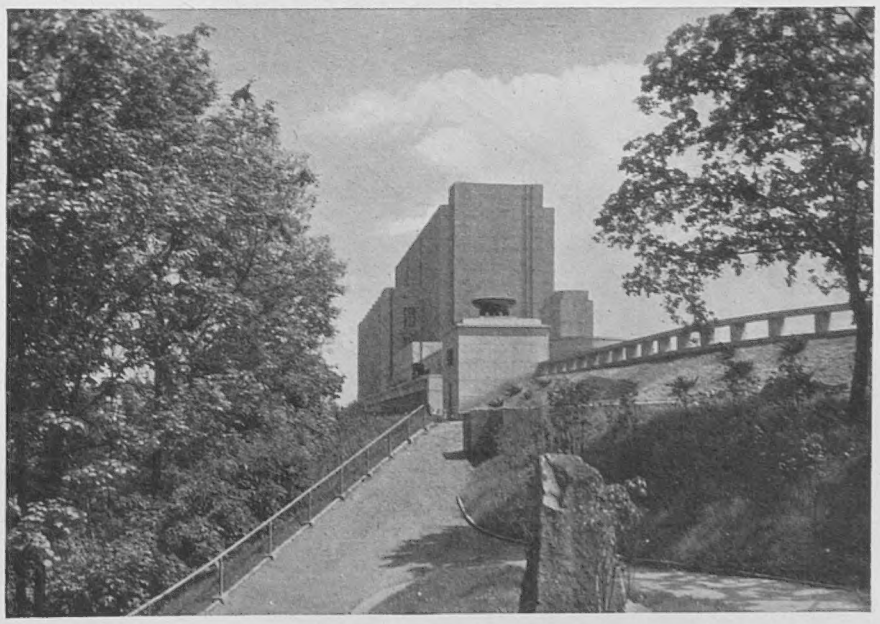
Estoril.—This is a most attractive resort 14 miles from Lisbon. It has a golf course, tennis court, casino and very good beach. There is a fashionable winter season which begins about the middle of January.

Zululand.—If you have four days at Durban I suggest you go to Eshowe, via Gingindhlovu and then through the Nkwalene Valley to Nkhandla, one of the loveliest parts of Zululand. The tour may be continued to Isandhlwana, of tragic memory, and Jamieson's Drift to Krantskop, once a Kaffir stronghold. On the way back to Durban have a look at Pietermaritzburg and the Valley of a Thousand Hills.

Lugano.—A very pleasant autumn holiday is possible at this charming resort which has an Italian atmosphere. The sooner you get away the better, however, the year is getting on and snow will be coming. I can also recommend Montreux and Lausanne at this time of the year. A fortnight in Lugano should not cost much more than £20 and rather less at the other places.

The Riviera.—If you do not specially want bathing you will enjoy the bright sunny days of February on the Italian and French Rivieras. For amusement go to San Remo. Amalfi is quieter but very beautiful, and Portofino is small but delightful. On the French Riviera one of the most sheltered spots is Menton, and Garavan is the more protected side. I would also suggest Cap Martin, also very beautiful and within easy reach of Monte Carlo and Menton.

Beverley Brooke



FOR A NATION'S ILLUSTRIOUS DEAD: The new Pantheon now almost completed on the heights of Zizka above Prague. It is to be the resting place of all who have deserved well of the country and particularly of those who helped to bring Czechoslovakia to statehood during the war of 1914-18. President Masaryk's remains are to be moved there

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Accommodation for 600 guests.

Inclusive terms from 3½ Gns. weekly for resident guests.
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Overlooking Sea. Licensed. Excellent cuisine. Every bedroom with most comfortable box spring beds, central or electric heating, h. & c. water. Ballroom Dancing. Geraldo's Ocean Hotel Orchestra conducted by Cuomo. Sports Manager. Morning exercises on Downs. Exercise Room. Ample sun-bathing facilities for every guest. Children's Nursery. 18-hole practice Golf Course free to guests. Near two Golf Courses. Tennis. Horse Riding. Garage accommodation for 250 cars.
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A Haven of Enchantment

The sweep of oak-woods to the water's edge . . . tapering masts reflected in blue water . . . the cry of gulls . . . and the measured sound of rowlocks in the deepening twilight . . . tiny lights that wink and bob among the ripples . . . all this is Falmouth Harbour, a haven of enchantment. Enjoy its romantic beauty this autumn from the

GREENBANK HOTEL, FALMOUTH

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Write to D. Baker for details or telephone: Falmouth 440–1

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A restful atmosphere

is assured the visitor to Hans Crescent Hotel. A first-class cuisine and careful consideration of guests' varying needs combine to make the hotel one of the best that London can offer. Facing Harrods, adjacent to Hyde Park. Ideal for Receptions and Private Dances (Sprung Dance Floor). Brochure on request.

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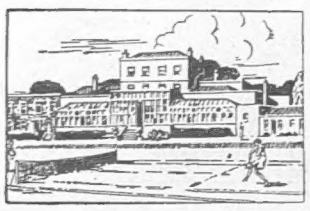

Avonmouth Hotel Amid four acres of well wooded private grounds, a sunny spacious hotel where modern comforts, good cooking and willing service all await you. All-the-year-round mildness and excellent facilities for sport. Bathing is safe and secluded in this pleasing old coastal retreat.

MUDEFORD *Near Christchurch, Hants.*

TWYFORD 106?

. . . is that Grove Hall? Hullo. I want my usual room. Taken? But I must have **a private bathroom** . . . eh? . . . all the rooms have. Good. I'm leaving Town now . . . 40 minutes. What? . . . oh, the Table d'Hôte: it's always good. Not at all . . . goodbye.

GROVE HALL, TWYFORD, Berks.

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The Hotel with a Country House atmosphere, situated in picturesque grounds adjoining the esplanade.
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Membership is now available to persons of good social standing. Annual Subscription £3.3.0. No entrance fee to founder members. Full particulars from the resident secretary.

In Quest of

Where to Winter—Some Answers this All-Important Question—

AS I write, the leaves are beginning to change and fall, and once again my correspondents are beginning to ask me for places in which to spend the winter months. Many of them ask me for places of excitement and activity, and to them I give varying answers; but to those who are a little less riotously disposed, who seek quiet and repose and warmth, there is one suggestion I always make—the Isle of Wight.

People seem to forget that the island is one of our most southerly parts, possessing a beautifully warm and healthy climate. Palms, verbena, and the like grow unprotected in the open; and snow and frost are very rarely seen. Besides, there is, apart from some excellent country inland, a number of sheltered nooks around the coast, where one can get the best of the sea air and yet remain unbuffeted.

There are three ways of approaching the island, either from Lymington to Yarmouth, from Southampton to Cowes, or from Portsmouth to Ryde. You can take your car with you; and the passage is very short in each case. Let us suppose that we have crossed from Lymington to Yarmouth. A few miles takes us to Totland Bay, a charming spot protected by the Needles headland. Here we have the Totland Bay Hotel, one of the best on the island, commanding superb views of the Solent and the coast as far as Swanage. The ozone sweeps in uninterruptedly from the Atlantic, and the broad windows seem to catch all the light and cheerfulness in the world. At Totland, too, we find the Hurst Hill Hotel, rather more sheltered if not commanding quite such excellent views; and if you happen to be a vegetarian, or if you are on diet, this is the place to go, for Mrs. Alliston will understand your requirements and see that you get them.

A little farther round the coast is Freshwater, and here you can be right on the water's edge in the Albion Hotel: the waves break right in front of you, and you get all the southern sun.

But talking of the south, I think I am right in saying that the very southernmost hotel in the island is the Undercliff at Niton. Certainly it is one of my favourites. It is very warm and comfortable; it is admirably protected by trees; it has delightful viewpoints; and the road along to St. Lawrence, with its overhanging trees and timbered slopes above and below, is one of the most beautiful parts of the island.

Shopping . . .

Whether you come to town to buy a car, a dog, a gun, a business . . . or a hat, you will find that the Alexandra is right in the centre of things—Knightsbridge and Piccadilly at your doorstep, the world of entertainment within a few minutes. You will also find undiluted comfort in every detail and undoubted value for money in our terms.

Alexandra Hotel

HYDE PARK CORNER - - LONDON, S.W.1

140 rooms with running water, central heating, and telephone.
Write or telephone SLOane 4521

SELSDON PARK HOTEL

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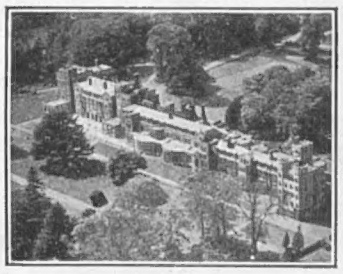
'Phone: SANDERSTEAD 2001.

Half an hour from the City and West End, yet over 500 ft. up on the Surrey Hills.

WINTER TERMS
REDUCTION 20%–25%
No alteration in standard.



Full en pension with free service to station, magnificent solarium, billiards, tennis, dancing, squash rackets, electric gymnasium, all free. Riding. The ideal residence where congenial company and country house atmosphere can always be found. Hot and cold water, telephone and radiator in every room. Numerous suites and rooms with private baths.
FREE GOLF ON PRIVATE 18-HOLE COURSE (6,361 yds.) IN OWN PARK OF 230 ACRES

Illustrated brochure free on request.

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We live in a land of beauty, famous dales, 'fish-full' rivers, and towering peaks, surrounded by thousands of acres protected by the National Trust. Here is the "See" Holiday Centre perfect. Free golf, tennis, dancing, croquet, bowls. Here are all the incidental pleasures of living, where the daily average of visitors all the year is well over 200. Holiday this year at

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Every modern treatment. Bath Staff of 60. Two Resident Physicians. The terms, which run from 13/- to 18/- a day, include Turkish, Russian and Hydropathic Baths. SMEDLEY'S HYDRO, MATLOCK, DERBYSHIRE. *Telephone: Matlock 17.*

ALL UNDER ONE ROOF

Good Hotels

By ASHLEY COURTENAY

to Readers' Enquiries Regarding The Claims of the Isle of Wight

St. Lawrence, too, boasts a very comfortable little private hotel built snugly into the cliff below the road. The gardens are delightful and the vegetables, well, I have never seen them surpassed. Everything from the air-conditioning plant downwards is really modern, in the comfortable sense of the word, and I have yet to hear of any one who failed to appreciate the cooking.

And then there are Ventnor and Shanklin. VentnorTowers and Shanklin Towers are managed by the Gould family, and that to anyone who knows the island is sufficient recommendation in itself. It is enough to say that they have long studied the arts of making people comfortable, and whether you stay at Shanklin or at the smaller hotel at Ventnor you will certainly receive every attention and every comfort.

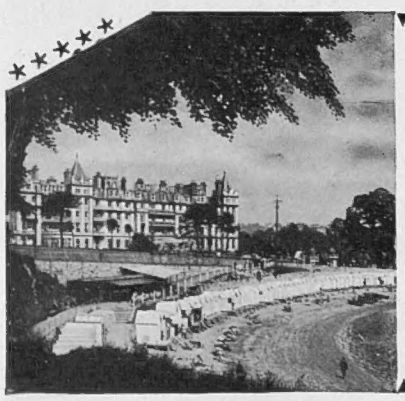
Shanklin again has a further attraction in Medehamstede, a splendid example of what large rooms and bright modern furnishing can do. I have heard, too, that ladies who taste the handiwork of the cook immediately ask that good lady to give them lessons in cooking, and I know the story to be true, at least in its implication!

At Sandown there are various hotels, but if I am asked my opinion I usually recommend the Trouville, a comfortable place right on the sea front, or Grange Hall, a private house of a very homely nature high up on the cliff.

Finally, my catalogue is not complete without some reference to the Gloster at Cowes, known intimately to yachtsmen as a comfortable hotel facing the sea. Cowes has much to recommend it, for it has various winter attractions of its own, besides being within easy distance from Southampton with its theatre, cinemas, and other delights.

Let me then conclude by recommending all those who are thinking of a quiet winter in an hotel near the sea, the south, and the sun to give the Isle of Wight their consideration. It is very definitely one of the pleasanter places to winter—one has only to examine the sunshine statistics—and for a small place it is uncommonly rich in first-class comfortable hotels, equipped with all that makes for warmth and happiness.

Mr. Ashley Courtenay is always pleased to advise "Sphere" readers of hotels, both large and small, known to him personally. Letters should be addressed to him, c/o the Editor, THE SPHERE, *32/34, St. Bride Street, London, E.C.4. Personal and telephone inquiries, however, cannot be accepted.*



Wonderful winter, in England too . . .

Snow on the Grampians : fog on the Thames : but here a wonderful winter. Also a sliding scale . . . the longer you stay the less you pay!

The GRAND, TORQUAY

On the edge of Torbay — the leading hotel in Torquay. 200 rooms and suites, many with private bath. A.A. (5 star) R.A.C. Write R.Paul Manager, for details.

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THE SPHERE REGISTER OF HOTELS

The majority of these hotels are personally known to our Hotel Correspondent, Mr. Ashley Courtenay, who will be pleased to give further details regarding them to readers who write to him, c/o "The Sphere."

ENGLAND

Abingdon.—Crown and Thistle (Oxford, 6 miles)
Aldeburgh.—Wentworth Hotel. Tel. 312 & 313.
Arundel.—Norfolk Hotel. Tel. 3245.
Barton Mills (Nr. Bury St. Edmunds).—Bull Inn.
Bath.—The Empire.
Bath.—Lansdown Grove Hotel.
Bath.—Pulteney Hotel. Tel. 3281, 3282, 3283.
Bexhill-on-Sea.—Hotel Riposo. Tel. 472.
Bigbury Bay (S. Devon).—Burgh Island Hotel.
Blackpool.—The Metropole.
Blackpool.—The Headlands. A.A. and R.A.C.
Bognor Regis.—Royal Norfolk Hotel. Tel. 40.
Bognor.—"Dalbeattie." Tel. 1492.
Boscombe (Bournemouth).—Chine Hotel.
Bournemouth.—Bourne Hall Hotel. Tel. 5.
Bournemouth.—Royal Bath Hotel.
Bray-on-Thames.—Hinds Head Hotel.
Brighton.—Sixty Six Hotel. Tel. Hove 1637.
Brighton (Rottingdean).—Tudor Close Hotel.
Brighton (Saltdean).—Ocean Hotel.
Brockenhurst.—Balmer Lawn Htl., New Forest.
Bromley.—Sundridge Park Hotel.
Bude.—Grenville Hotel. Tel. 15.
Bushey.—Bushey Hall Hotel.
Cambridge.—Blue Boar Hotel. Tel. 3030.
Cambridge.—University Arms. Tel. 2557
Canterbury.—The County Hotel.
Cheltenham.—Queen's Hotel.
Coverack (Cornwall).—Headland Hotel.
Crowborough.—The Crest Hotel.
Dorchester.—Antelope Hotel. Tel. 1.
Dulverton.—Carnarvon Arms.
Dulverton (Som.).—Woodcote Hotel. Tel. 129.
Eastbourne.—Cumberland Hotel. Tel. 4200.
Exeter.—Royal Clarence Hotel.
Exmouth.—Knappe Cross Hotel.
Falmouth.—Greenbank Hotel.
Findon, nr. Worthing.—Findon Manor Hotel.
Forest Row (Sussex).—Roebuck Hotel. Tel. 124.
Goring-on-Thames.—The Bull. Tel. Goring 57.
Hailsham (Sussex).—Woodside Hotel. Tel. 57.
Harrogate.—The Cairn Hydro. Tel. 4005.
Harrogate.—Granby Hotel. Tel. 3046.
Harrogate.—Prospect Hotel.**** Tel. 3015.
Hastings.—Queen's Hotel. Tel. 201.
Hove.—Dudley Hotel. Completely modernised.
Hythe (Kent).—Seaview Hotel, Seabrook.
Leatherhead.—The Red House Hotel.
Littlehampton.—Southlands Hotel. Tel. 42.
Lyme Regis.—Hotel Alexandra. Tel. 10.
Lynton.—Lee Abbey Hotel.
Malvern.—County Hotel.
Malvern.—Malvern House Hotel. Tel. Malvn. 338
Manchester.—Bowdon Hydro.
Marlborough (Wilts.).—Ailesbury Arms Hotel.
Matlock.—Smedley's Hydro. Tel. 17 (3 lines).
Mere (Wilts.).—Old Ship. Tel. 58.
Mudeford (Hants.).—Avonmouth Hotel.
Newquay.—Headland Hotel. Tel. Newquay 511.
Northumberland.—Otterburn Hall Hotel. Tel. 26
Ockham.—The Hautboy. Ripley 20.
Oxford.—Mitre Hotel. Tel. 2335 and 3840.
Oxford.—Randolph Hotel. Tel. 2251 (2 lines).
Ramsgate.—The Granville.
Royal Tunbridge Wells.—The Spa Hotel.
Ruan-High-Lanes (S. C'nwall).—Pendower Htl.
St. Ives (Hunts).—The Pike and Eel Inn.
St. Mawes.—Pen-e-Glos. Telephone 209.
Salisbury.—Old George Hotel. Tel. 3189.
Sanderstead (Surrey).—Selsdon Park Hotel.
Scarborough.—The Grand. 'Phone : 1053.
Sidmouth.—Royal Glen Hotel.
Sidmouth.—Torbay View Private Hotel.
Southport.—Prince of Wales Hotel.
Southport.—Royal Hotel.
Stratford-on-Avon.—The Arden Hotel.
Taunton (Somerset).—Castle Hotel. Tel. 2671.
Thorpeness.—Dolphin Hotel. Tel.: Aldeburgh 302
Torquay.—Grand Hotel.
Torquay.—Headland Hotel.
Torquay.—Roslin Hall Hotel. Tel. 4373 (2 lines)
Torquay.—Templestowe Hotel. Tel. 235811.
Torquay.—The Torquay Hydro Hotel. Tel. 2207.
Torquay.—Lincombe Hall.
Torquay.—Palm Court Hotel.
Torquay.—Vernon Court Hotel. Tel. 2676.
Twyford (Berks).—Grove Hall Hotel. Tel. 106.
West Wickham (Kent).—Wickham Court Hotel.
Weybridge.—Oatlands Park Hotel.
Weymouth.—Gloucester Hotel.
Worthing.—Greystoke Private Hotel. Tel. 991.

GREAT NORTH ROAD

(Figures in brackets show mileage from London)

Eaton Socon (56½).—Ye Olde White Horse.
Catterick (229).—Bridge House Hotel.

ENGLISH LAKES

Keswick.—Armathwaite Hall Hotel.
Keswick.—Queen's Hotel.
Keswick.—Borrowdale Hotel. Borrowdale 24.
Keswick.—Royal Oak Hotel.

ISLE OF WIGHT

Shanklin.—Shanklin Towers.

LONDON

Alexandra Hotel, Hyde Park.
Ambassadors Hotel, W.C.1. Tel. Euston 1456.
Bailey's Hotel, Gloucester Road, S.W.7.
Batt's Hotel, Dover Street.
Hans Crescent Hotel, Knightsbridge, S.W.1.
Hotel Washington, Curzon Street.
Leinster Court, Leinster Gardens, W.2.
S.Kensington Htl., Queen's Gate Terrace, S.W.7.
Thackeray Hotel, opposite the British Museum.
The Goring Hotel, Grosvenor Gardens, S.W.1.

SCOTLAND

Ballater (Deeside).—Cambus O'May Hotel
Dunkeld.—The Birnam Hotel. Tel. 24.
Edinburgh.—The Alison Hotel. Tel. 31295.
Edinburgh.—Braid Hills Hotel. Tel. 54748/9.
Edinburgh.—New Carlton Hotel.
Fife.—The Lundin Links Hotel.
Galloway.—Southwick House. Tel. Southwick 7.
Glendevon.—Castle Hotel.
Perth.—Royal George Hotel.
Perth.—Station Hotel.
Perthshire.—Trossachs Hotel, Loch Katrine.
Pitlochry.—Atholl Palace Hotel.
Stranraer.—Auld King's Arms.
Tomintoul (Banffshire).—Richmond Arms Htl.

CHANNEL ISLANDS

Jersey.—Bree's Royal Hotel. Tel. Jersey 8.
Jersey.—St. Brelade's Bay Hotel.

WALES

Abergele.—Kinmel Hall.
Lake Vyrnwy.—Lake Vyrnwy Htl., via Oswestry
Llandrindod Wells.—Pump House Hotel.
Llangollen.—The Hand Hotel.
Tan-y-bwlch.—Oakley Arms Hotel.

NORTHERN IRELAND

Belfast.—Grand Central Hotel.
Belfast.—Midland Station Hotel (LMS-NCC).
Portrush.—Northern Counties Htl. (LMS-NCC).
Rostrevor.—Great Northern Railway Hotel.

EIRE

Dun Laoghaire (Kingstown).—Ross's Hotel.
Glendalough (Co. Wicklow).—Royal Hotel.
Greenore.—Great Northern Railway Hotel.
Greystones (Co. Wicklow).—Grand Hotel.
Kingstown (Co. Dublin).—Royal Marine Hotel.
Rosapenna (Co. Donegal).—Rosapenna Hotel.

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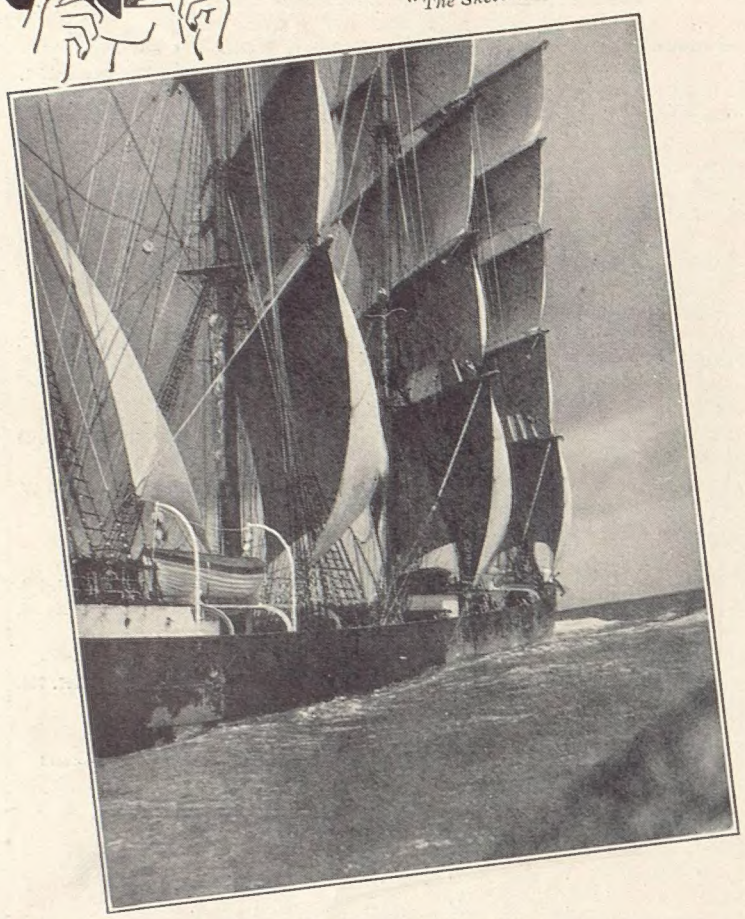
Many fine Studies of Sailing Ships have been submitted; this entry in the competition appeared in "The Sketch" of Sept. 7.



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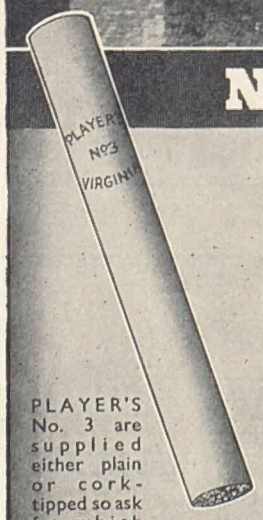

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